

# SUNlite

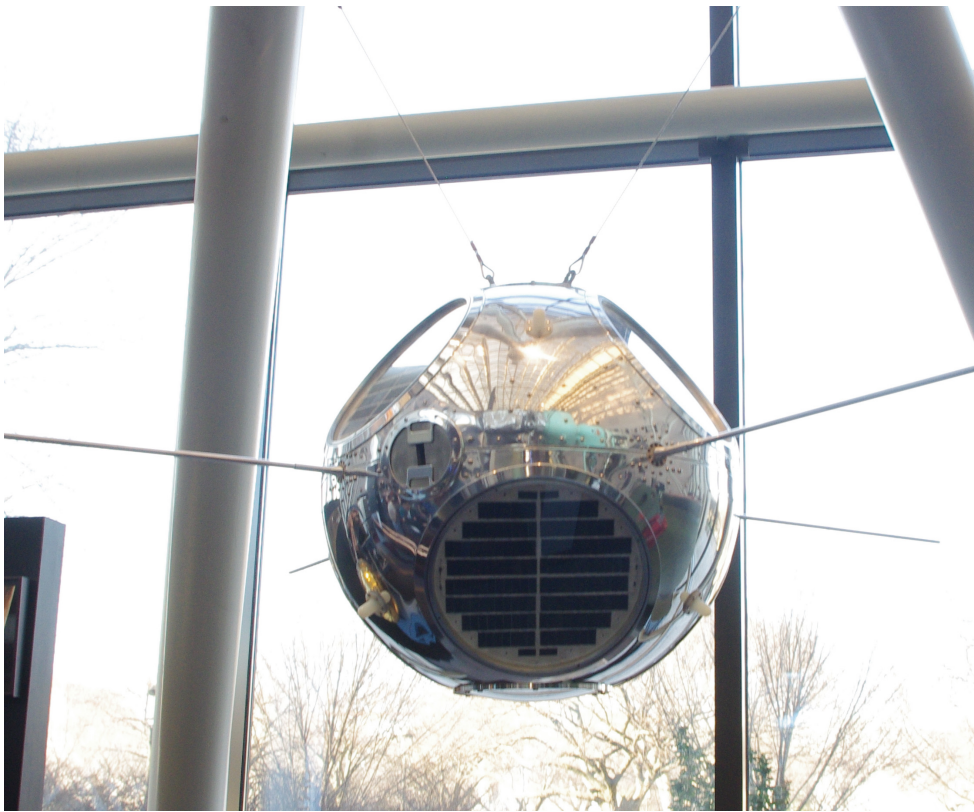
Shedding some light on UFOlogy and UFOs

UFOlogists talk about dealing in facts instead of assumptions... it should be evident at this point that UFOlogists are making the biggest assumption of all if they accept witness descriptions at face value.

Allan Hendry (The UFO handbook)

Volume 5 Number 2

March-April 2013



Cover: On a recent trip to Florida, I was able to record this image showing a reflection of the sun off a cloud. It does tend to look like a UFO and I would not be surprised if something like this has fooled people in the past.

Left: This classified satellite (SOLRAD) and a few others were involved in a Blue Book case that is on the list of Blue Book unidentifieds. See page 25-29 for details.

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## Promises of great revelations.....SOON!

Rich Reynolds, of the UFO Iconoclast(s) blog, seems to know some super secret information that exposes the truth about the Roswell case. He has leaked hints that something was recovered in 1947 about 40 miles north of Roswell and that it had nothing to do with Brazel's find, which he states was just ordinary balloon materials. Reynolds seems to think that this recovery may be ET in nature. His hints started in late January and continued into February, when he stated that there was documentation discovered showing that a geological team had seen the army recovering something 40 miles north of Roswell. Reynolds states that the "dream team" is aware of the find and adds that this material was secretly recorded. This means the information probably comes from a private diary, letter, personal journal, or photographs. All of these items have been fabricated in the past so I am wondering if anybody has verified the provenance of these documents. Considering all the effort expended on searching for the "archeologists" over the years, one has to wonder why these documents had not surfaced sooner. It will be interesting to see what comes of all of this but I remain skeptical.

In other promises of upcoming revelations, there are rumors/hints that the Trent photographs will soon be shown to be a hoax by two different groups! I believe the case is a hoax but I think many UFOlogists are going to want to see something pretty convincing. The first group studying the photographs involves a pair of UFOlogists, who claimed to have found evidence of a "thread" from scans of the original negatives. I was forwarded an image showing this "thread". I have to admit that I was not that impressed. It might have been a thread or it might not have been. Shortly after this "news" began circulating on the internet, one of the investigations quit UFOlogy. Based on this, I doubt their analysis will ever see the light of day. Meanwhile, the second group seems to have a better chance of presenting their evidence. Gilles Fernandez alerted everyone on January 29th that the analysis would be done soon. As of February 28th, this study has yet to be released because those analyzing the photographs are trying to get it right. Hopefully, the work will be done soon. Stay tuned.....

The fireball over Russia on February 15th was a unique and fascinating event. Luckily, the amount of damage done was fairly limited and, to the best of my knowledge, nobody was killed. Dozens, if not hundreds, of videos of the event were broadcast over the world showing what transpired. Despite the preponderance of evidence that this was nothing more than a large meteor, some UFO proponents tried to turn it into a UFO event!

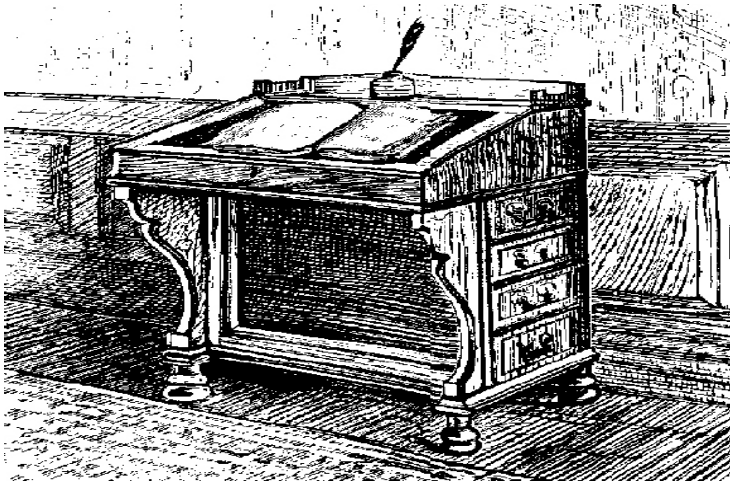
In SUNlite 3-3 (p. 13-14), I pointed out how it is most interesting that nobody has managed to obtain videos from multiple locations of all of these UFOs being reported over the world. The standard response continues to be that such events happen too quickly for videos to be recorded. What this fireball demonstrates is that this is not true in the modern day. There are far too many video cameras and cell phones available to the general public. One can even have a dash camera installed in their car for less than \$100, which could record UFO events the same way the fireball was recorded. This would be especially handy in all those cases where UFOs are estimated to be hundreds of yards across or are very close. I am still waiting for UFO groups to recognize that present day technology can help them solve the UFO mystery. All they have to do is use it.

In this issue, Marty Kottmeyer's "Magnetic Drives" article fills up most of the space. Thanks to his contribution, I could take some time off from writing and, instead, shovel the snow off my driveway and attend my niece's wedding!



# Who's blogging UFOs?

## Hot topics and varied opinions



**I was surprised by a story about an outer space “explosion” being recorded by an amateur astronomer on December 20th.** Using his dobsonian reflector and an I-Phone, he managed to record what he thought was an object orbiting a planet. This initial statement had me concerned about this amateur's level of knowledge. He pointed to the sky at a very high elevation angle and the moon was visible below it. For the date in question, there were no planets in the evening sky that high (Jupiter was towards the east well below the moon). So, he probably was not looking at a planet. He then looked back in the eyepiece and was amazed that the planet had exploded! Sure enough, the I-phone recorded a star burst of some kind that I initially thought was probably produced by some fancy digital work. However, several people pointed out that the object looked like a bursting weather balloon and a link to such an event was presented that looked a lot like what this individual recorded. This whole event demonstrates

why I am skeptical of UFO reports made by “amateur astronomers”. Just because somebody owns a nice telescope does not mean they are “expert” amateur astronomers. Not to criticize this one individual but, despite owning an impressive telescope, he had no knowledge of the night sky and apparently called a weather balloon a planet. Actual experienced amateur astronomers, who see something odd in the sky, are going to ask questions from other amateur astronomers/weather observers to help identify what they saw. They don't go running off to the nearest television news station or Youtube claiming they recorded a space explosion.

**The UFO Iconoclast(s) wondered why their were no UFO photographs by professional photographers.** The usual standard excuses were made but what was ignored is that how can so many casual witnesses see these events but professional (or even experienced amateur) photographers are incapable of seeing them? I addressed some of this in SUNlite 3-3 (pages 13 and 14). Food for thought for all those UFO aficionados.

**Robert Sheaffer had an interesting series about the possibility of interstellar travel.** I know that UFOlogists will point towards all the scientists, who stated manned flight, space travel, or traveling beyond the speed of sound was impossible to demonstrate that the arguments are false. Will we ever make it to the stars? I hope so but Robert's column indicates it is not likely. Well, I can always watch old episodes of Star Trek and hope.....

**Michael Salla was at it again. He proclaimed that NASA was deleting images of UFOs.** His source was a person named Scott Waring, who had told him that somebody at NASA had leaked the images in order to get the word out about UFOs. I asked James Oberg about this claim and he quickly responded that the images were not deleted and gave me links to the imagery. He also stated they were not recent but were from some shuttle photographs taken in 1998! One of the UFOs appears to be an insulation blanket cast off inadvertently during an EVA. Salla became aware that the images were never deleted and posted an update showing links to the images. There never was any mystery. Salla and Waring need to look farther than their own personal beliefs before posting this sort of nonsense.

**Kathleen Marden took shots at ‘debunkers’ in a recent posting at the “alien jigsaw”.** While she did not name names (I assume this is because she fears that her readers might look up what they have to say and be swayed by them), she seems to imply that the skeptics are lying about the Betty and Barney Hill case. The truth of the matter is that she is the one, who is misleading her readers. She states that debunkers claimed that the Hill's had been driving for 16 hours. This is not quite accurate. Skeptics have been stating they were awake for about 16 hours when they had their encounter. Barney stated in his interview in the book, “The interrupted journey”, that they had gotten up “bright and early” but Kathleen states they “slept in”. Marden then tries to compare the driving in 2012 with driving in 1961. The roads were not as wide and well lit in 1961. Comparing road travel today to road travel back in 1961 is highly misleading. She also complained about the report that the skies had cirrus clouds that night. According to her, the weather report was clear. However, Walter Webb had gotten this very report (mentioned by the debunker) from the Mount Washington observatory back in 1980. Webb was not a debunker by any sense. Marden also seems to put great emphasis that cirrus clouds at night are transparent. I wish that were true since I remember cirrus clouds blocking my view of Comet Hyakutake on a Saturday night observing session for most of the night back in 1996. Very few stars were visible that night. The truth is, the amount of transparency depends on the cirrus clouds themselves. Some are thin and wispy as she claims, while others can be very thick. These are just a few examples of Mrs. Marden not telling her readers the whole truth or not bothering to check up on the facts as she proclaimed. I guess when your entire claim to fame is that your aunt got abducted by aliens, you are going to tend to twist facts to fit your belief.

**Bill Wickersham wrote an article for the Columbia Daily Tribune in Missouri.** He claimed that reporters were failing their read-

## Who's blogging UFOs? (Cont'd)

ers by disregarding UFO reports. What followed the opening commentary was somebody repeating a lot of the UFO propaganda and quoting...wait for it.....Leslie Kean. Mr. Wickersham seemed to be of the opinion that UFOs have an ET connection but offered no proof other than the COMETA document, which he seems to have little knowledge about other than what Kean fed him. Wickersham then demonstrated that he was just parroting what people told him by stating the Arizona UFOs of March 13, 1997 occurred in April of 1997! Clearly, Mr. Wickersham has let down his readers by not getting his facts right.

**Bill Chalker promoted one of those stories that indicated that skeptics state that astronomers NEVER see UFOs.** I found the article pretty much rehashing the same old stuff. I don't think I have ever written that astronomers don't see UFOs. I only pointed out that these reports were no better than many of the UFO reports found elsewhere. I also have yet to see any of these reports indicate an alien presence of any kind. The fact that they saw something they did not understand is nothing unusual. He makes much of an article that mentions a sighting by Dr. John Dawe. Dr. Dawe thought what he saw may have been a balloon of some kind. It was an elliptical object that fell from the clouds behind a hill. He had seen it while he was driving and it seemed to be only a brief sighting. It was not even a nocturnal event and unrelated to his astronomical knowledge. Is this really something to promote as evidence for something unknown to science?

**Apparently, people are still mystified by "sky spirals" created by rocket launches or debris in orbit.** This article seems to miss the point. In one instance, there is one "sky spiral" that occurred at an estimated altitude of 500-650 km (the article gives two different values). This is something that is consistent with an object in earth orbit. It could have been a booster rocket in orbit that was venting gases.

**Kevin Randle posted a series of devastating rebuttals to the Aztec crash story by Monte Shriver called Aztec in perspective (AIP?).** I am sure the Aztec supporters will come up with reasons to explain his comments but it seems that the new Aztec story seems to have some serious problems that have been overlooked, ignored, or dismissed with a wave of the hand.

<http://kevinrandle.blogspot.com/2013/02/aztec-in-perspective-by-monte-shriver.html>

[http://kevinrandle.blogspot.com/2013/02/aztec-in-perspective-by-monte-shriver\\_8.html](http://kevinrandle.blogspot.com/2013/02/aztec-in-perspective-by-monte-shriver_8.html)

<http://kevinrandle.blogspot.com/2013/02/aztec-in-persspection-by-monte-shriver.html>

**Robert Hastings continues to publish all his campfire stories told by veterans, who's only claim to fame seems to be they saw something in the sky they thought were alien spaceships near something involving nuclear weapons.** As usual, this story can not be verified but it is published as factual. I have heard sea stories that had more credibility.

**The UFO Iconoclast(s) sparked a heated debate with their article, "Wanaque: Bragalia vs Reynolds".** Most of the issue revolved around the controversial photograph associated with the sightings. To me, the photo looks like a hoax but that may have a lot to do with the poor reproduction. The "light beam" looks too artificial (as does the UFO) for my taste but Bragalia thinks it is authentic. Several skeptics have noted that Flying Saucer Review, in 1972, stated the photographs had nothing to do with the Wanaque sightings. Bragalia states otherwise.

**James Fox has announced he will be offering \$100,000 for proof that UFOs are alien spaceships.** Of course, why would the individual settle for \$100,000 when James Randi is offering \$1 million! For that matter, anybody who has proof that UFOs are alien spaceships could make a lot more money than \$1 million. Perhaps if Fox invested this money in a serious effort to get the evidence he believes existed, he would not have to wait for others to do the work for him. His unwillingness to invest this sum of money indicates he does not have it and expects to make money off of the evidence he receives from others or he feels it is not worth the effort to invest the funds because he realizes it is unlikely it will produce evidence. So, it appears that this is a publicity stunt by Fox in order to promote himself and his next UFO film about Project Blue Book with the title, "The 701". I am sure it will be a blockbuster in the theaters.

**February was the 100th anniversary of the great meteor procession of 1913.** The February issue of Sky and Telescope had an interesting article revealing some additional information about the event obtained from old ship logs. It has been hypothesized that what may have occurred was a small asteroid was captured by the Earth's gravity, broke up, and on the subsequent orbit, re-entered at a shallow angle producing the display. While some have suggested that this might be considered a fleet of UFOs, the broken up asteroid theory seems to be a more likely scenario.

**This youtube video appeared on the UFO Chronicle's web site as a "stunning UFO sighting".** Apparently, people ignore the flashing strobes, which are a dead giveaway of aircraft in formation. Back in December 2008, Kentaro Mori identified similar videos as T-35 aircraft flying in formation as part of a graduation ceremony for an aviation school. This video looks like it was the same type event.

# The Roswell Corner

## Blanchard's leave

Kevin Randle recently had a discussion about Colonel Blanchard's leave starting on the afternoon of the 8th of July. According to Randle, this was highly unusual for him to go on leave in the middle of the week. Was it unusual or is there a reasonable explanation?

WA36  
FAB36  
WOW/1011J MRA GD  
FROM CO RAAY ROSWELL NEW MEXICO 001002X  
TO CG ARMY AIR FORCE WASHINGTON D C  
C R N C  
GO-169- PD REGARDING TUX APPROX ONE FIVE ZERO DATED SEVEN JULY  
COLONEL WILLIAM E BLANCHARD AND MR OLIVER LAFARGE HAVE  
APPOINTMENT WITH GOVERNOR MABRY FOR NINE JULY TO REQUEST  
HIS PROCLAIMING OF AIR FORCE DAY PD END  
15172

**COMMANDER ON LEAVE**  
ROSWELL, July 9 07—Col.  
William Blanchard, commanding  
officer of the Roswell Army Air  
Field, left here today for a three  
weeks leave in Santa Fe and Col-  
orado.

A 9 July 1947 teletype (see image to left) unearthed by Robert Todd (The Cowflop quarterly - 070596) makes reference to a teletype message that was sent on 7 July, where it stated that Colonel Blanchard and Oliver Lafarge had an appointment on 9 July with Governor Mabry. This indicates that on July 7th, Blanchard had made plans to be in Santa Fe on the 9th of July. This was confirmed by a press release that appeared in the Albuquerque Tribune of 10 July 1947 (page 2 - see image to the lower left), which stated that Blanchard had left on 9 July for a three week leave in Santa Fe and Colorado. All of this is well documented but why did Blanchard wait until the 8th to go on leave?

A reasonable explanation is that he was heading towards Colorado and wanted to make a stop in Santa Fe to meet with the Governor. To go on leave before the 8th would have meant he would have to spend more of his personal leave time in Santa Fe than he desired. This seems plausible but I believe there were other reasons for him delaying the start of his leave until the evening of the 8th.

As noted in the unit history, the 509th was undergoing a major inspection by the Eighth Air Force on the 8th of July. I don't ever recall seeing the commanding officer of any unit that I served on taking leave during a major inspection (minor inspections were a different matter). During peacetime, the results of such inspections are important for advancement and I doubt that Blanchard would simply disappear in the middle of one. Once the team left the base, or had completed their inspection, Blanchard could then take his leave.

8 July 1947 - Eighth Air Force Group Competition Inspection Team, under the supervision of Lt Colonel Burns, arrived to make the competition inspection. Major L. J. Seibert and Major Rogers L. Pearson were among those present.

8 July 1947 - Mr. John H. Kawka, Eighth Air Force, arrived on an ammunition inspection.

Another reason Blanchard would probably not have gone on leave over the fourth of July weekend was because of the local festivities for the fourth of July in Roswell. As noted in SUNlite 4-4 (Page 4), some of the 509th's bombers were flying over several locations putting on a show. This included Roswell. I would not be surprised to see that Blanchard was present at the public festivities in Roswell that may have coincided with the fly over. Most Commanding Officers I had enjoyed appearing in public with the local government officials. This was especially true when members of his unit were part of the festivities and the local media was involved. Blanchard appears to have been no different.

I find it odd that Randle implies that a leave starting on the 8th was highly unusual. Why was it unusual? Was it unusual because he started his leave on a Tuesday evening? Looking at what we know about was transpiring on base (besides the Brazel debris recovery), I would find it unusual if Blanchard went on leave before the evening of the 8th. The beginning of Blanchard's leave was, more than likely, dictated by the inspection and had little to do with the debris brought back by Jesse Marcel Sr.

## Correction to SUNlite 5-1 Roswell corner

In SUNlite 5-1, I had written, "Frank Warren, who I would not consider a skeptic, wrote in 2007 that he was present at the interview and that Haut was not capable of remembering a lot of things". Frank has since contacted me and told me that he was NOT PRESENT at the interview. Instead, he was one of the few, who had access to a copy of the interview tape. His comments were based on what was on the taped interview. I had misinterpreted what he had written.

# Magnetic Drives

## The Secret Saucer Technology?

by Martin S. Kottmeyer

"...that ever present key to the new age, magnetism...You can never have enough magnetism." Steven Dewey & John Ries, *In Alien Heat*, pp. 140, 142.

In my critique of electromagnetic effects associated with UFO phenomena - "Engine- Stoppers" *Magonia* #90; November 2005, pp. 3-15 - I briefly mentioned the fact that such effects were often blamed on magnetic fields that were felt to be used in the propulsion of flying saucers. While there has been a broad spectrum of speculation about what propels flying saucers and widely conflicting evidences seen in the UFO literature, there can be no serious challenge to the statement that magnetic forces have dominated discussions on this topic. To my knowledge there have been no attempts to do a history of this particular notion. I have assembled material I gathered on this subject into a chronology. I considered trying to smooth this into a narrative story, but I think the mass of it all, particularly all that appeared in the 1950s, is its most interesting and useful aspect and I felt that is better conveyed in this manner. There is an abundance of recent magnetic drive material on the Web a search engine away from which I culled only a few items both representative and entertaining. If you want more, it's out there. But this should satisfy those curious about the fertile ground this current crop of speculation grew out of.

\* \* \* \* \*

1651

Cyrano de Bergerac's *Comical History of the States and Empires of the Worlds of the Moon* includes meeting the prophet Elijah who propels himself by sitting in an iron chair, hurling a ball of magnetic iron into the air, and waiting for the chair to be attracted upward. Then he repeats the process. (*Life* May 21, 1951, pp. 130, 132 & Neil Barron's *Anatomy of Wonder*)

August 8, 1709

Bartholomew Lourenco de Gusmao demonstrates a curious flying machine called the Passarola to a royal audience to win a financial reward from Juan V. The small model was said to operate on some adaptation of magnetic principles using 2 large amber balls holding magnetic stone. (Marjorie Hope Nicolson, *Voyages to the Moon*, Macmillan, 1960, pp. 181-2.)

1709

There is a beautiful engraving of an airship in a book of precious stones that is said to resemble a classic flying saucer but with clusters of coral agates on the bottom. Coral agates purportedly possessed magnetic power and, hence, could keep a ship aloft by magnetic repulsion. (Susan Wright, *UFO Headquarters* St. Martin's, 1998, p. 28; citing *The Curious Lore of Precious Stones* (1913))

1726

Jonathan Swift's *Gulliver's Travels* includes a visit to Laputa, an island of eccentric academic types with a penchant for concerns about the end of the world. The whole island is held aloft by means of magnetic repulsion.

1836

Louis Geoffer's *Napoleon and the Conquest of the World 1812-1832 - History of the Universal Monarchy* speaks of the development of dirigible balloons steered by "a combination of magnetic forces with electricity." (Paul K. Alkon *Origins of Futuristic Fiction* U. of Georgia, 1987)

1849

Edgar Allen Poe's *Mellonta Tauta* speaks of ships called magnetic propellers.

1886

Walter Malone. *Man Abroad, A Yarn of Some Other Century*. A land-rush in outer space results in electric airships riding the interplanetary electric currents through the solar system. All the planets permit life. (Everett Bleiler, *Science Fiction: The Early Years* entry # 1434)

1887

Andre Laurie. *The Conquest of the Moon*. A plan to turn a mountain into a magnet goes askew and the mountain ends up on the moon where a dead civilization is found. (Bleiler #1281)

1887-90

Anonymous. "Our Second Voyage to Mars": "The great nature-subduer, Ornilion, was entrusted with the construction of a large car for twenty specialists to go through space to Mars and the earth, to examine in each world the wondrous works of the great creator. It was provided with powerful magnets and anti-gravitating machinery, and was of the strongest materials." [Hilary and Dik Evans, *Beyond the Gaslight: Science in Popular Fiction: 1895-1905* Vanguard, 1976, p. 144)



1891

Pruning Knife, a.k.a. Henry Francis Allen, writes *A Strange Voyage*. Fans move the ship when it is in the atmosphere. When free “it will be carried along magnetic currents that run through the solar system.” We learn the Sun is a cool body but when light passes through our atmosphere it heats up. (Bleiler #1818)

1893

J.W. Roberts. “Looking Within the Misleading Tendencies of ‘Looking Backward’ Made Evident.” Man takes potion and awakens in 1927. Technology has advanced enough that air-chariots operating on electricity and magnetism are common. (Bleiler, #1879)

1894

Gustavus Pope’s *Journey to Mars* is a romantic adventure that includes an Ethervolt car, an electrically operated spaceship using fields of magnetic force. It seems that magnetic currents run between the poles of all the planets, and it is possible for ether-volts to ride these currents from planet to planet. (George Locke *Voyages in Space Ferret Fantasy*, 1975, entry #162 and Everett Bleiler *Science Fiction: The Early Years* entry #1805.)

1896

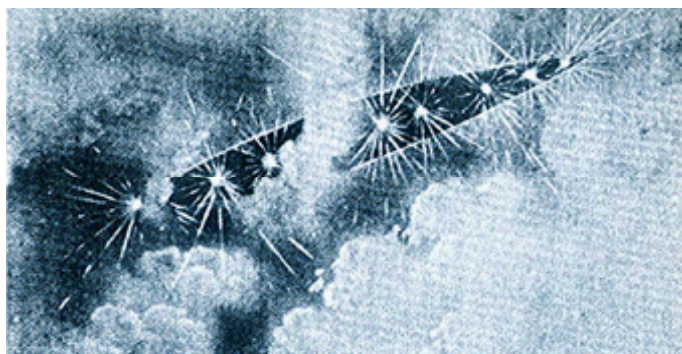
Senarens. *Six Weeks in the Moon; Or a Trip Beyond the Zenith. Being the Marvelous Narrative of Two Boy Inventors and Their Incomparable Adventures*. Dick invents a pole-o-graph, a device that excites and controls the magnetic fields of the moon and the earth, permitting objects to be drawn through the vacuum. The moon is at a barbaric stage of development with blue-skinned, tall ape-like humanoids. (Bleiler #1681)

1897

*Across the Milky Way; Or, Frank Reade, Jr’s Great Astronomical Trip with his Air-Ship “The Shooting Star.”* Frank has invented the attractomotor, a device that utilizes magnetic affinities among the heavenly bodies and establishes magnetic fixes on selected worlds. By playing off these forces against Earth’s gravity, space travel is made possible. Though the inventor wants to study a comet, an occultist stowaway wants to visit theosophical heavens. (Bleiler #1660)

1899

Phylos the Tibetan. (Frederick Spencer Oliver). *A Dweller on Two Planets*. The Poseidi of Atlantis found “in the realm beyond magnetism” where forces superior and more intense of pulsation that were operated on by the mind and related to creation by the Divine Father. Nature is deity externalized and vibration between the Light-Side and Night-Side of Nature can be adjusted to make possible “aerial navigation without wings.” This is elsewhere described as electro-odic transport. We learn the Sun is the center of the Night-Side currents and all planets return it in kind. (Rudolph Steiner Publications, 1974 version, pp. 56, 60-6, 365.) It is worth comparing this to 1955 Adamski’s Venusian crafts that are analogously described as Submarine-type spaceships operating on “Nature’s forces” – magnetism – for propulsion.



Dweller caption: “Aerial Submarine Vessel During a Night Storm”

1904

Munchausen xx by the Baron. *Being Wondrous but Veracious Happenings Which Befell My Ancestors, Here Translated and for the First Time Printed from Manuscripts Most Miraculously Found by Myself*. A gigantic brain in a nut-like object instructs a guy to go to Siberia. He takes his air-toboggan and crashes at the North Pole. He reverses a magnetic augur and is flung into the Saturn system. He meets inhabitants with no heads and others that derive nutriment from natural springs of blood. He reverses the augur to get back to Earth. (Bleiler#124)

1904

Jean Delaire. *Around a Distant Star*. Studying Tesla and Roentgen, a boy inventor builds dynamo that generates positive electricity of sufficient force to toss a ship off the earth at 2000 times the speed of light. He has also invented a supertelescope. He hopes to visit a world sufficiently far away so he can look back and see the Crucifixion. (Bleiler #559)

1906

Francis Hernamann-Johnson. *The Polyphemes*. Giant intelligent ants evolve on a south Pacific island. They discover X-magnetism, a mysterious force analogous to anti-gravity that they use in flying machines. They worship the moon. They attack and decimate a British fleet. They abduct the Crawfords who they plan to use as a breeding couple for a zoo. (Bleiler #1091)

1912

E.J. Rath. *A Flight to Freedom*. In the far future the wealthy live permanently in the air on yachts positioned permanently in the air with magnets and repulsion poles. A wealthy couple, bored with aerial life, overcome their horror of the ground and descend to adventure below where they take up the primitive life. (Bleiler, #1835)

1929

Ed Earl Repp, "Flight of the Eastern Star" *Air Wonder Stories*, December 1929. Inventor builds an enormous airship held aloft by antigravity plates based on an application of magnetism and driven along by diesel rockets. The maiden voyage is a rocky one and hastened along by a mission to bring a shipment of gold to China. It proves its superiority in rescuing a blimp from a tornado. (Everett Bleiler, *Science Fiction: The Gernsback Years* Kent State University Press, 1998, entry #1185)

1930

Ray Cummings, "Brigands of the Moon" *Astounding Stories*, March-June 1930, An interplanetary adventure spanning Moon, Mars, Venus and an unnamed asteroid is made possible by antigravity created from magnetism. (Bleiler2, entry #297)

1930

Anthony Pelcher, "Vampires of Venus" *Astounding Stories*, April 1930, Venusian spacecraft rides magnetic currents between the planets. (Bleiler2, #1120)

1932

Al H. Martin "The Jovian Horde" *Wonder Stories Quarterly*, summer 1932. Gigantic humanoid females come to Earth to capture humans, strip them naked, brand them to indicate ownership, and torture them. Their superior science includes an antigravity created by magnetism. (Bleiler2, entry #954)

1934

Harl Vincent, "The Lost City of Mars" *Astounding Stories*, February. Travel between the surface of Mars and Phobos, an artificial satellite built by immortals to escape troublesome Drylanders, is accomplished via a 'magnetic tube.' (Bleiler2 entry #1605)

1936

L.R. Sherman. *The Invisible Voices*. Much of humanity is aloft thanks to a magnetic apparatus, aerodynamics, and vacuums. (Bleiler, #2030)

1936

H.P. Lovecraft's "The Shadow Out of Time" speaks of "closed projectilelike airships lifted and moved by electrical repulsion." They are operated by the Great Race from the distant world of Yith. (*The Colour Out of Space* Zebra, 1975, p. 185.)

1938

The movie serial *Rocketship* has our hero Flash Gordon rushing towards the surface of the planet Mongo. Dr. Zarkov yells, "Quick, the counter magnet!" The ship is thus caused to levitate and safely descends for a landing.

1943

"There's another source I've heard mentioned, but most people scoff at it. That's the use of electromagnetic fields in space. The earth has its magnetic field, of course, and so does the sun. Probably all planets do. There's a man named Fernand Roussel who wrote a book called *The Unifying Principle of Physical Phenomena*, about 1943. He goes into the electro-magnetic field theory. If he's right, then there must be some way to tap into this force and go from one planet to another without using any fuel. You'd use your first planet's magnetic field to start you off and then coast through space until you got into the field of the next planet. And least that's how I understand it. But you'd be safer sticking to atomic power..." (Donald Keyhoe, *The Flying Saucers are Real* Fawcett, 1950, p. 123.)

October 1946

Harold Sherman. "The Green Man and His Return" *Amazing Stories* magazine: "Space-ship, eh? What was the motive power used?" Answer: "Electro-stellar magnetic." The alien indicates he landed in the mountains because they possessed the needed magnetic properties. (reprint, p. 26.)



## SAUCER ERA

1947

John H. Janssen, one of the first saucer photographers, opines in the first weeks of the saucer saga that the vehicles being seen may utilize magnetic and anti-gravity propulsion methods. (Bloecher, p. IV-6.)

1947

Fred Johnson, a prospector, comes forward to corroborate Kenneth Arnold's story. He was working Mt. Adams the same day and saw 6 or 7 objects fly over. His report includes the curious detail that the needle of his compass waved from side to side. There is a good possibility this case involves a stilt-legged waterfowl with the compass movement being an artifact of rhythmic entrainment below the level of awareness. ("Resolving Arnold - Part 2" *The REALL News*, 5, #7; July 1997, pp. 1, 5-9.) Bruce Maccabee in "The Ultimate Arnold" on his personal website offers some computations of the field strength implicit in Johnson's account, but frankly it's way beyond me.

1948

The brainstorming appendix by Valley for Project Sign's report considers and rejects the possibility that saucers utilize electromagnetic beams or somehow involve direct use of the Earth's magnetic field. The former is dubious since it would involve acceleration of small particles for reaction force. "Enormous powers, greater than the total world's power capacity, would be needed to support even the smallest object by such means." One could in principle cause an electrically charged object traveling perpendicular to the Earth's magnetic axis to levitate, but a craft 10 meters across would require its being charged to a potential of around 5,000,000,000,000 volts just to get one pound of upwards force. Valley says, "This is obviously ridiculous." [Brad Steiger, *Project Blue Book* Ballantine, 1976, pp. 196-8.]

circa January or May 1949

John Sylvester in *The Flying Saucer*, a British jungle adventure tale, reveals the secret of the propulsion of a crashed Russian-built saucer is that it utilizes the magnetic force of the earth. It is made of a special sensitive material akin to aluminum and wired in a special way that amounts to having the saucer fly along the lines of magnetic force. [pp. 159-60.] This reinforces the impression already indicated by Janssen's speculations in 1947 that magnetic drives were a natural speculation for saucers before anyone was getting testimony from aliens about their means of propulsion. It is curious though to see a magnetic drive on a terrestrial saucer since this is more usually found on alien saucers in the UFO literature. Secret weapon saucers usually had jet propulsion in some form.

October 8, 1949 DATELINE: MAGNETIC SPRINGS, OHIO

Frank Scully, in *Variety*, gives the first inside scoop of what two scientists found when they checked out a crashed flying saucer. They indicated that saucers "Traveled on magnetic waves" and could go to Venus and back in 42 minutes. Magnetic waves, they explained, emanate from the Sun, and go around the earth and the moon like millions of fine-spun belt lines. Each planet has its moon and operates in a similar way. The trick in getting from one planet to another is to get from a positive to a negative, which those in control of these flying discs have done. They also claim, "While we still play around in the kindergarten of atomic energy, they are operating in magnetic energy. Currently we can direct missiles to Moscow in a flight time of 15 minutes, but in the magnetic field 1,000,000 miles per second is supposed to be the standard speed. Nobody talks of m.p.h. but m.p.s. (William Steinman *UFO Crash at Aztec* UFO Photo Archives, 1986 pp. 98-102) Note: Magnetic Springs, Ohio is a real city. Whether Scully was being cheeky or the place inspired the nature of the retrieval tale is unknown. The quoted speed is faster than light and an impossibility.

January 6, 1950 Wyandott Echo Kansas City, KS

George T. Koehler unveils his retrieval yarn to an auto dealer. "The ships seemed to be magnetically controlled and powered, as they had no power plant in the ship itself." Venus is probably their home base because of favorable atmospheric and magnetic properties. He also indicates that UFOs "seem to invariably crash near radar stations" and thus it is thought that radar interferes with their control systems.

1950

Meade Layne in *The Ethership Mystery and its Solution* states, "They are said to be without motors, propellers, or anything recognizable as a drive mechanism. This suggests, of course, some kind of magnetic propulsion." Of course? [Quoted in Scully's book.]

1950

Scully's story is given fuller treatment in his book *Behind the Flying Saucers* (Henry Holt, pp. 138-40). Motive force involves breaking the magnetic lines of force. "The ship is trying to get away from itself." Venus and Earth are held apart by magnetic repulsion! This chatter is somewhat reminiscent of perpetual motion rhetoric.

1950

Gerald Heard's *Is Another World Watching?* devotes chapter 10 to "The Craft and their Power." Noting the Fred Johnson case and a radiation case, he speculates on relationships between electricity, magnetism, and gravitation. "What if magnetism is, as it were, the other pole of gravity?" He thinks they may go to the South Pole of the world magnet to recharge their craft. "Such masters of the

magnetic disc" must be far ahead of us.

1950

Wilbert Smith and Project Magnet. See 1953 Keyhoe.

1951

In Ralph Finn's *Captive on the Flying Saucers* a saucer approaches a laboratory and a magnet flies out to it. A science nerd inventor realizes from this that if he builds a craft using magnetized metals it could chase down a saucer and attach to it. It would hopefully bring it down and prove to everyone the saucers are real. Instead, the saucer takes the craft with it to a Venusian world-ship.

March 5, 1951

In the very popular Alley Oop newspaper comic, Alley Oop and Oola are trying to figure out how to drive the flying saucer from Venus they heisted. "Oscar said it must be some kind of magnetic force...some kind of stuff that works the ship by attracting it or repelling it from various solar bodies, depending on angles and distance." (V.T.H. Hamlin, "Bumpy," *Centralia Sentinel*, March 5, 1951.)

April 1951

*The Thing.*

Characters investigate a saucer crash. It has generated "a magnetic disturbance" which can be picked up on a magnetometer. "I doubt we'll find anything we'd call an engine," remarks one fellow. Before they learn the secrets of its unknown propulsion that they expect will give them "the key to the stars" they manage to blow the ship up.

January 24, 1952

Rolf Telano, via mediumship, indicates that saucers use an electromagnetic drive when relatively near a planet's surface. It operates by cutting the natural magnetic lines of force produced by the planet. This blanks out radios, deflects compasses, and causes variations of magnetic apparatus. Some of the smaller fliers use jet propulsion, which is conceded to be an ancient method. Hovering is done with an electron beam jet and a cone-shaped electrical field that diverts gravity around the craft much like an umbrella diverts rain. Away from the planet, the primary, true space drive is used. (BSRA, *The Coming of the Guardians*, 1972, p. 40)

November 1952

Karl Hunrath speaks of a machine in the shape of a black box called Bosco which duplicates the magnetic power by which saucers were assumed to operate. In a sinister twist echoing Scully's revelations, Bosco would hopefully generate a magnetic fault which was expected to cause saucers to crash. This interview occurred at George Adamski's place in Palomar Gardens, CA. Hunrath would later disappear along with Wilbur Wilkerson fueling speculations that saucer people had kidnapped him for obvious reasons. (James W. Moseley, *UFO Crash Secrets at Wright Patterson Air Force Base*, undated pdf reprint, pp. 22-3.)

1952

Dennis Wheatley's *Star of Ill Omen*, another one of first saucer novels, posits Mars is ruled by a Master Race of 4-inch bee-beetles, doubtless inspired by Gerald Heard's speculations that saucers are piloted by super-insects. They come to Earth in Saucers to learn the secret of the Atom bomb. "The control of magnetic force appears to be their one great discovery. I imagine that initially, they must have stumbled upon some magnetic law of which we are still in ignorance, and have learned to apply it in a variety of ways." This includes creating light and propulsion. (Arrow Books paperback reprint, 1963, p. 185.)

May 1953

*Phantom from Space*

Scientist theorizes Phantom's spaceship "operated on the principle of magnetic, rather than atomic, propulsion." It crashed when it entered a region where Earth's gravity overcame it.

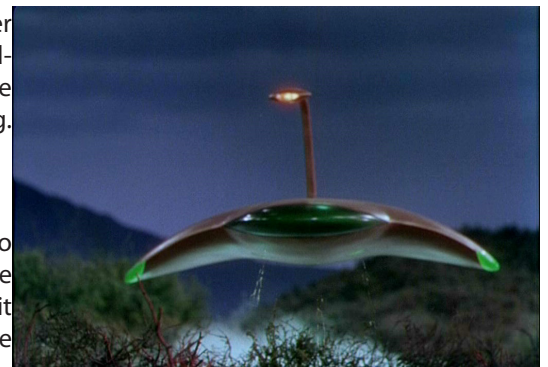
October 1953

George Pal's *War of the Worlds*.

Opens with an artificial meteor from Mars crashing to earth. It disrupts all power and stops watches due to magnetization. Manta/cobra tanks float up from the landing sites. A scientist observes the phenomenon excitedly, "It's supported from the ground by rays - probably some form of magnetic flux - like invisible legs. Amazing. They must keep the opposing poles in balance and lift the machine."

1953

Donald Keyhoe's *Flying Saucers from Outer Space* devotes chapter 8 (pp. 128-49) to "The Canadian Project" which is Wilbert Smith's Project Magnet. He believes true discs are launched from parent ships and utilize magnetic fields of force. When it first surfaced in 1950, scientists ridiculed the idea causing Keyhoe to initially lose



interest. The chapter quotes a Dr. Fernand Roussel, a Canadian physicist, as believing that space ships tapped universal electromagnetic fields between planets. Franz Zwicky, in 1951, suggests upper atmosphere ions carry large electric charges that may prove better than atomic energy for propulsion. Smith thinks we could create a current by "a collapse of earth's magnetic field." The rotation of discs would yield eddy currents. The discs would be terrible weapons of unlimited range and speed. They would also be silent.

1953

Donald Menzel notes that the wobbling needle in the Johnson case "fired the imaginations of many who later dragged magnetism boldly into the picture, as a possible motive power for saucers in general." He indicates several books and articles stressed this idea, but "accompanying descriptions are generally so much mumbo-jumbo" that they look pseudo-scientific. "We have no hope of harnessing magnetic fields as a substitute for some other source of power..." It is not so much that they are absolutely beyond question, but they would not be a useful method of propulsion. (*Flying Saucers*, pp. 24-5, 154-9.)

January 23, 1954

*Killers from Space.*

An alien directs a scientist to a view-screen showing flying saucers going to and away from the camera and tells him their machines are "magnetically propelled across the electron bridge" between the two worlds.

1954

*Stranger from Venus.*

A doctor asks the Venusian about their means of propulsion. He asks for a pair of magnets from a message board and shows their attractive and repulsive powers. He states that each planet has its own magnetic forces that extend through space. Their ships use "a highly developed mechanical device which either pushes or pulls against these fields. A sensitive apparatus, but very simple. No fuel. No motors." Later we learn the landing spot was chosen because it had an intense magnetic field. They withhold the details because we're not ready for it. Earthmen lace the area of an upcoming landing with high magnetized cables to pin / trap the landing craft, unaware that it is escorted by a mothership that will ignite the atmosphere in retaliation. Desmond Leslie, of Adamski contactee fame, is listed in the credits. Iain McLachlin, a film scholar, has discussed Leslie's influences in a review of the film available on the web.

1954

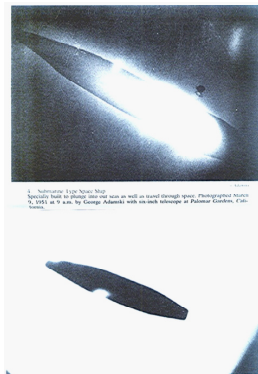
George Hunt Williamson, in *Other Tongues-Other Flesh*, discusses the Universal "I AM" and indicates that Resonating Electromagnetic Fields explain why crafts are saucer-shaped rather than rocket-like.

1954

Truman Bethurum's *Clarionites*, discussing their crafts being built of "the finest Marsian steels" also add, "We install our own magnetic power and other secret equipment, in order to make certain that no one can solve or steal it. You most certainly know from what you've seen that our gravitational power is real." Whatever that means...(*Aboard a Flying Saucer* p. 174.)

1955

George Adamski is given a tour of a flying saucer and sees "a pillar about two feet thick extended downward from the very top of the down to the center of the floor. Later I was told this was the magnetic pole of the ship, by means of which they drew on Nature's forces for propulsion purposes, but they did not explain how it was done." (*Inside the Space Ships* p. 47.)



*Inside the Space Ships* caption: "Submarine Type Space Ship"

1955

Orfeo Angelucci explains how "the magnetic principle of propulsion and its dynamics" explains the behavior of the extra-terrestrials' flying saucers. (*The Secret of the Saucers* pp. 148-9.)



1956

Buck Nelson is told by his space people that they land at his place because “the magnetic currents are just right here.” He describes one of the first saucer detectors in UFO history involving a magnetized bar on a string. When it starts whirling, he knows they are close. (*My Trip to Mars, the Moon, and Venus* p. 14.)

March 15, 1956

*Forbidden Planet.*

“Stand by to reverse polarity” is the phrase used as the saucer prepares for landing. Though electromagnetism is not a term overtly used there, it seems implied in the term polarity.

July 1956

*Earth vs. the Flying Saucers.*

The aliens explain their mode of propulsion: “We generate a magnetic field stronger than the gravitational field of your earth. This is the principle by which we move through space. We have adjusted the magnetic field to compensate for the normal loss of gravitational effect and atmospheric pressure.” Bragging this way proves to be their undoing for the scientist learns how to interrupt the magnetic field and knock them down like clay pigeons.

May/June 1957

Rampa takes a ride in a Tibetan-bowl shaped saucer. The Broad One tells him they had several manners of propulsion but this one “had a form of magnetism which was repelling to Earth’s magnetism. The electricity used on Earth was most crude. That used elsewhere was a form of magnetism based on cosmic energy. The force was picked up from the cosmos by special collectors on the surface of the ship and conducted to the engine room. Here it was fed through the induction coils to the two halves of the ship. The half facing Earth was strongly repelling to Earth, and the half facing the planet of destination, in this case the Moon, was strongly attractive to that planet. On a planet the repelling force could be adjusted so that the machine could hover or sink. The whole interior of a ship was lined with a network of conductors so that no matter what attitude a ship adopted the force of gravity was at all times that most suitable to the occupants. We were shown the remarkably simple device which automatically adjusted the gravitic force.”

(Dr. T. Lobsang Rampa, “Flying Into Space” *Flying Saucer Review* v. 3, number 3, May/June 1957, pp. 10-12.)

December 4, 1957

Disneyland TV series

“Mars and Beyond”

The nonfiction documentary about the plans for an American space program notes that the rockets use fuel in amounts that make up over 90% of a space vehicle, thus they are bulky. “A spaceship using an electromagnetic drive to neutralize gravity is the obvious answer, but such a device is still a dream of the future.” A flying saucer is depicted under this line. The last images in the show includes saucers entering a mothership and taking off for the stars and there is an implication that this is how mankind will travel in the far distant future.



1958

“Anchor” indicates “The great mother-ships have enormous central pillars that are filled with cosmic power. Navigation is also done by magnetic propulsion and repulsion.” They also state “The craft is crash-proof.” (*Transvaal Episode* p. 38.)

Summer 1958

Hubert Lewis learns from Venusians, “Although I don’t know anything about this subject, it is magnetic power which drives these craft - points of magnetic pole.” (Timothy Good *Alien Base*, Avon 1998, p. 209) This was never written up prior to Good’s book.

1958

Whitley Strieber experiments on making an anti-gravity machine with electro-magnets. It goes haywire and blows out the lights in the house. Strieber fears spacemen were mad for disturbing their power fields. (*Communion*, pp. 112-3.)

1958

One of the first magnetic detector articles appears, authored by W. Kerman. Wilbert Smith follows in 1961. The subject really takes off however in 1967-68. For a bibliography citing 65 articles on the subject see *UPIAR Research in Progress*, 2, #1 pp. 61-4.

1960

Hal Draper visits the Northern California Space Craft Convention. The OTC-X1 prototype flying saucer is showcased. Its innards purportedly will "generate a Rotating Magnetic Field as soon as the machine was spaceworthy." (Hal Draper, "Afternoon with the Space People." *Harper's Magazine* September 1960, pp. 37-40.)

1962

*Fireball XL5*

"Ghosts of Space"

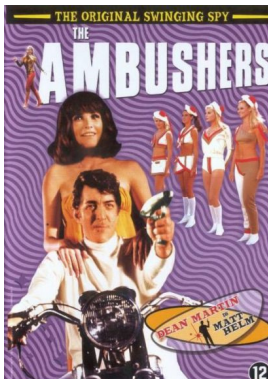
Grovarians travel fast through space using a spacecraft equipped with magnets controlled by a magnet selector and magnet charger. They visit the next planet over, named Electron, to acquire electric rock that functions as a light source. Groverus has developed their knowledge of magnets into such an art they can brag "Our magnets can do almost anything." This includes remotely lifting objects to create the illusion a place is haunted. They also lift a mad scientist beneath their craft at one point; suggesting a finesse with diamagnetism.

1966

T. Lobsang Rampa is informed the ship that was taking him to Venus "had a form of magnetism which was repelling to Earth's magnetism. The electricity used on Earth was most crude. That used elsewhere was a form of magnetism based on cosmic energy. The force was picked up from the cosmos by special collectors on the surface of the ship and conducted to the 'engine room.' Here it was fed through induction coils to the two halves of the ship. The half facing the Earth was strongly repelling to Earth and the half facing the planet of destination...was strongly attracted to that planet." (T. Lobsang Rampa, *My Trip to Venus* Inner Light, 1988, p. 47.)

1966

R.H.B. Winder offers a propulsion scheme in the pages of *Flying Saucer Review* where a fusion reactor ionizes air that is propelled by the pulses of a lift coil involving 100-200 kilogauss magnetic fields. Behrendt notes that it would be difficult to provide shielding against the lethal radiation inherent in the scheme. It would also generate superheated air that would ignite virtually everything beneath it and could never land without creating extensive physical evidence. (Kenneth W. Behrendt, "The UFO Propulsionists" in Hilary Evans & John Spencer, eds., *UFOs: 1947-1987 The 40 Year Search for an Explanation*, Fortean Tomes, 1987, p. 255—63.)



1967

*The Ambushers.*

Matt Helm spy flick based on the Donald Hamilton book of the same name involves an American built flying saucer that is downed in Mexico by a tractor beam emanating from a radar dish on the top of a truck owned by a Mexican general who means to sell it to Red China. In the opening scene we follow the launch of the saucer and learn it is the first to use "electromagnetic force." It is hoped it will take us to the moon and open the universe to man. Upon landing, we see the pilot is female. Later, we learn this is not because of enlightened feminism, but because the electromagnetic field killed men, but not women. The lady pilot is returned to America with her memory erased by experiments done on her. Near the climax, Helm enters a truck that controls the saucer and has to flip a switch prominently labeled "reverse field" in order to let the power of the saucer be turned on. The lady pilot within survives but the thieving General dies in agony. [source: Matt Helm Lounge DVD]

December 3, 1967

Herb Schirmer reports seeing a flying saucer. "It rose gradually, with some side-wise fluttering, and emitted a flame-colored material from its under side." (Condon study, case 42) This is reinforced by the drawing he made on the stationary of the Ashland Police Department reproduced in Roy Craig, *UFOs: An Insider's View of the Official Quest for Evidence*, University of North Texas Press, 1995,

p. 99. Drawing below is adapted from that illustration.



January 16, 1968

*The Invaders*

"The Pit"

Trying to determine the motive for the aliens to infiltrate a research institute, David Vincent asks an employee about what the institute is involved in.

Patricia Reed (Joanne Linville): My own project is a theoretical propulsion engine.

David:: Electromagnetic?

Patricia: How did you know that?

David: Some of the people I've worked with think that's the kind of engine they use to propel their spacecraft.

Later, we learn the aliens have been preventing her research from reaching important people in the government and then actively try to steal it, presumably to keep earth at a technological disadvantage and maybe ignorant of vulnerabilities. Perhaps one of the aliens watched *Earth vs. the Flying Saucers* and saw the danger..

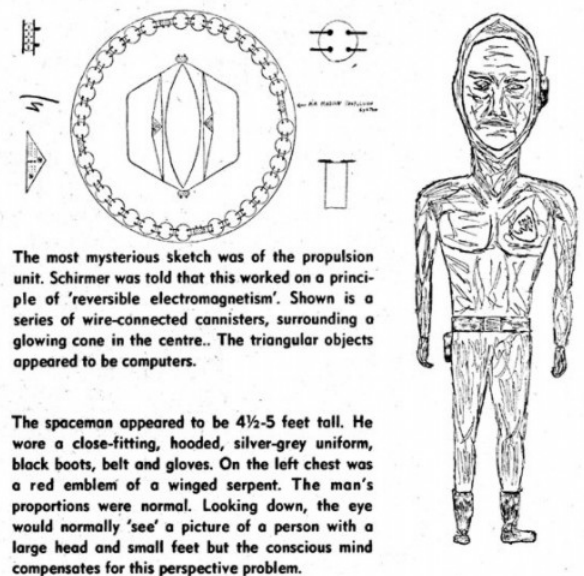
February 13, 1968

Herb Schirmer is regressed by Leo Sprinkle for the Condon study. During this interview session Schirmer feels mental contact with the alien and learns the craft was propelled by "electrical-magnetic force" or some type of electrical and magnetic force which could control the force of gravity. This information had not been mentioned previously to investigators, according to Sprinkle's report to the Condon Commission, published in Coral and Jim Lorenzen, *Encounters with UFO Occupants*, Berkley Medallion, 1976, pp. 276, 283. Sprinkle's report does not include an exact transcript so there may be imprecision in the exact wording. It does not mention the flames in the initial sighting testimony. Though not a direct verbal contradiction, it seems conceptually inconsistent that a downward directed flame should be associated with a magnetic drive. Typically, when aliens state their vehicles have magnetic drives, the craft does not have any flames, e.g. George Adamski – 1955; Orfeo Angelucci – 1955; Carl Higdon – 1974; Charles A. Silva - 1975

June 8, 1968

Herb Schirmer is regressed by Loring G. Williams. In the published transcript of this session, we learn that the aliens declare their saucer propulsion systems involve "Reversible electro-magnetic energy." They add, "...Reversing magnetic and electrical energy allows them to control matter and overcome the forces of gravity." (Eric Norman, *Gods, Demons, and Space Chariots* Lancer, 1970 pp. 184, 192.) The reversible nature of the field is not mentioned in Sprinkle's report, but this is probably not significant since Williams' session was recorded and transcribed while Sprinkle's report admits his information is approximate. *The Ambushers* (1967) film is a rather blatant probable source of this bit of information.. Other possibilities exist, though. "Stand by to reverse polarity" is a phrase used in *Forbidden Planet* as the saucer prepares for landing, but electromagnetism is not overtly used. Perhaps implied though. Note also the Allende letters speak of a "a reverse 'snap neutralizer'" in the context of talk of magnetic nets recovered from captured UFOs." (Brad Steiger and Joan Writenour *Allende Letters: New UFO Breakthrough*, Award Books, 1968, p. 65) This is also in *Saga* magazine's November 1967 issue according to p. 75.

The transcript also informs us that radar can knock ufos out of the air, repeating material from the Koehler yarn of January 6, 1950.



The most mysterious sketch was of the propulsion unit. Schirmer was told that this worked on a principle of 'reversible electromagnetism'. Shown is a series of wire-connected cannisters, surrounding a glowing cone in the centre. The triangular objects appeared to be computers.

The spaceman appeared to be 4½-5 feet tall. He wore a close-fitting, hooded, silver-grey uniform, black boots, belt and gloves. On the left chest was a red emblem of a winged serpent. The man's proportions were normal. Looking down, the eye would normally 'see' a picture of a person with a large head and small feet but the conscious mind compensates for this perspective problem.



1968

Papers in the Ummo contact indicate a propulsor utilizing ionized gas controlled by a complex magnetic field of very high frequency. The kinetic function is very complicated requiring multiple correction parameters reacting to space zones of ionic, electromagnetic, or gravitational radiation which might disturb onboard systems. (Antonio Ribera *UFO Contact from Planet Ummo* Stevens, 1985 pp. 107-8.) This may be only borderline relevance, but the concern with possible disturbance of onboard systems seems to echo the 1950 Koehler yarn.

1968

Signor Walter Rizzi of Italy learns during a contact that ufos operate by "a particular sort of magnetic drive" and fly along neutral channels that exist in the intermediate stretches of space. (Walter K. Buhler, et. al. *UFO Abduction at Mirassol* Wendelle Stevens, 1985)

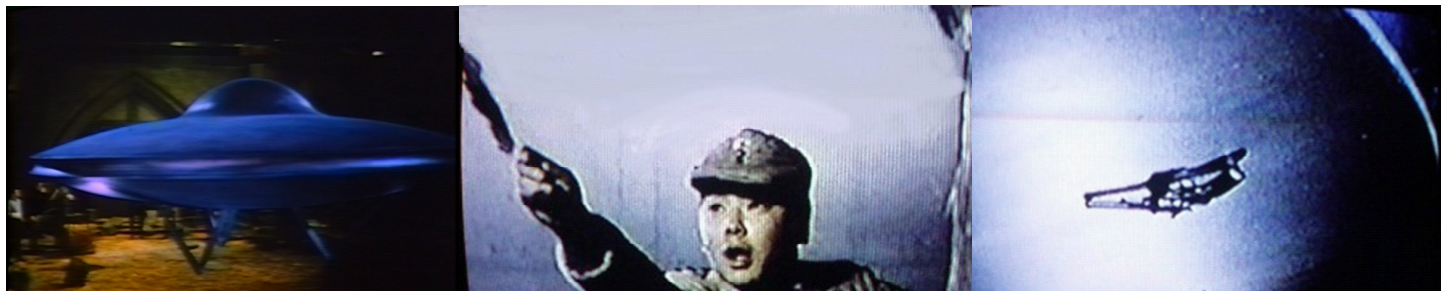
1968

James Harder, for the July 1968 Roush symposium, writes, "there is little reason to believe that magnetic fields, of themselves, could be of much use in propelling a spacecraft, although there has been much uninformed speculation about this in popular publications. The simple reason is that we cannot produce a north pole without at the same time producing a south pole. This is a consequence of a fundamental theory. Such a dipole cannot exert a force in conjunction with a uniform magnetic field, such as the earth may be assumed to have in a given locality, though it can produce a force in a nonuniform field. (John Fuller, *Aliens in the Skies*, G.P. Putnam's, 1969, pp. 138-9)

1968

*Bamboo Saucer.*

Alien saucer is acquired and the drive is found to utilize "magnetism and that's all." It follows specific lines of magnetic force either those of the sun, various planets, or even distant stars. Once the line is chosen it takes it to the exclusion of all other lines of force. At one point the magnetic field pulls the gun away from a Red Chinese soldier who has come to take possession of the saucer from American and Russian agents who have been trying to figure out how to run it. This is something of a cinematic cliché. Anytime there is a large magnet or magnetic field mentioned in a plot, you know it is going to disarm someone.



1970

A contactee named Bob Renaud reports an alien named Sardi-Norma is considered an ace pilot with a record of racing magnetic ships. He once traveled 48 miles in 4 minutes 23 seconds. (John Dean, *Flying Saucers Close Up*, Gray Barker, 1970.)

November-December 1970

*APRO Bulletin* (p. 8) presents a short review by Dr. Kenneth Hessel of Sandia Laboratories of Eugene H. Burt's *UFO & Diamagnetism*, Exposition Press 134pp. He considers the book's theory debatable.

1971

Lenora Huett, channeling extraterrestrials, was asked about their propulsion techniques, and she confesses she lacked sufficient terminology in her memory banks. "She relayed their statements that crystals were involved, also complex magnetic fields of an ultrahigh frequency nature. Physical propulsion methods were not needed; other sources of energy were used." (J.H. Mathes & Lenora Huett *The Amnesia Factor* Celestial Arts, 1975.)

1972

In the Koldas contacts, the alien Valdar indicates his Astrael-craft has 8 magnetic motors that check and control their travel on the magnetic field that streams between planets and solar systems. (Carl van Vlietdon, *UFO Contact from Koldas* Stevens, 1986, p. 141.)

1974

Carl Higdon, an abductee, is asked, "What impression did you have? Did it suggest some kind of propulsion system, or...?" He responds, "No. They traveled by magnetic force." Sprinkle asks, "This is what they said to you?" Answer: "Yeah. As fast as they want

to travel.” (Leo Sprinkle, “Investigation of the Alleged UFO Experience of Carl Higdon” in Richard F. Haines *UFO Phenomena and the Behavioral Scientist* Scarecrow, 1979, pp. 277, 303, 307) The transcript also has a curious detail that “Gravity-levitation moved stuff for them... with this thing from hand ...gun.” This very much recalls a goofy gun in the Matt Helm film *The Ambushers* (1967) that when pointed at objects, lifted them and moved them around. It is clearly a fantasy device that looks very improbable in the film, because it is a bit hard to accept the distance from the user can be modified while simultaneously lifting and floating objects. (ibid., p. 273) It is also interesting that the cross-your-heart outfit worn by the entity echoes the 25th century anti-gravity jump belts seen in the Buck Rogers comics a couple generations earlier.



Left is an artist's conception of Higdon's encounter based on his sketch present in Haines and seen in schlockumentary **Overlords of the UFO**. Right is a Buck Rogers strip from Lorraine Dille Williams, *Buck Rogers: The First 60 Years in the 25th Century* TSR, 1988, p. 74.

1974

Eugene H. Burt, “Magnetic Explanations of UFOs” 1974 MUFON UFO Symposium Proceedings

1975

Charles A. Silva meets the Pleiades lady Ramatis. She explains the craft they are on operates through “reversible electromagnetism.” They can “reverse the magnetic and electrical energy. That way we can control matter and also overcome the forces of gravity.” This is practically verbatim from Schirmer. (Wendelle C. Stevens *UFO Contact from the Pleiades-A Supplementary Investigation Report* Stevens, 1989, p. 169.)

May 1977

Juan Jose Benitez interviews a British engineer about a 1951 encounter with aliens. They tell him they nullify gravity using a heavy fluid that is subjected to velocities close to light in a system “somewhat as we do with electromagnets.” He adds, “So it seems that, on the basis of this system plus a few ‘magnets’ of a kind which clearly do not exist on our planet, these beings have achieved enormous velocities and were able to conquer gravity.” (Juan Jose Benitez, “The Ufonaut’s Plea for Water” *FSR*, 24, #2 p.5.)

September 1977

*Starship Invasions*

Reversible electromagnetism is mentioned as a drive force of an alien craft and the craft approaches power lines at one point to recharge the ship – stuff from the Herb Schirmer case and John Fuller’s *Incident at Exeter*.

Summer 1978

Norvell, a psychic predicts, “By the year 2000 we will also be using the same force that transports UFOs thousands of miles per hour. This will be the harnessing of magnetism which causes the planets to rotate in the heavens.” (“Happenings Now: Predictions, Predictions – From Underwater UFO Bases to Transfiguration.” *Search*, [Ray Palmer’s magazine], Summer 1978, pp. 6-8.)

Winter 1978

A hunter known as Julio F. is abducted in the Soria province of Spain. As he approaches the underside of the hovering craft there is an ozone smell and his gun and knife are suddenly drawn upward as if an extremely powerful magnetic field is present. (Antonio Ribera, “The Soria Abduction: Part 2” *Flying Saucer Review*, 30, #4, 1985, p. 2) As noted in 1968 *Bamboo Saucer* entry, this looks cliché. Though the hunter converses with the aliens no discussion of the propulsion method is revealed and we must note that a magnetic drive seems unlikely for if the gun was drawn up this would suggest a force that would attract the saucer to the ground. One might save the paradox by having the magnetic force a side effect of a cyclotron used for purposes not directly related to propelling the saucer.

1980

In an abduction backdated to August 1959, R.B. (Bud) Hooper is shown a model of a wheel that “creates an anti-gravity function” that raises and lowers the craft. The center of the wheel forms an N-pole and rests above and below columns made of a powerful mag-

netic material that forms an S-pole. Around the wheel are thirty more cylinders of highly repellent N-pole material. When the speed increases sufficiently the craft becomes "repellent to any gravity." The pilot confusingly adds, "When we leave this earth's universe, we are in the next galaxy heading towards our home planet." (R. Leo Sprinkle *Proceedings of the Rocky Mountain Conference on UFO Investigation*, U. of Wyoming, 1980, pp. 38-50.)

1980

### **UFO Syndrome**

In this documentary about contactees, one guy tries to explain how flying saucers are electric motors that hover by using repelling electrico-magnetic lines of force.

1983

In a commentary on the Alfred Burtoo case, Gordon Creighton points out that a central stem or pillar has appeared in several reports and is a polarized magnetic contraption. (*Flying Saucer Review*, 29, #2 p. 5.)

February 1984

Jan Pajak of Southland Community College of New Zealand says he and some engineers began designing a spacecraft to run on magnetism in the mid-Seventies. "After perusing the elusive design for years, Pajak claims his group finally agreed upon the shape of the ship in the mid-Seventies. True to UFO lore, he says the design calls for a domed, saucer-shaped ship containing a powerful magnet whose orientation would determine the direction of flight." In deep space the magnets would switch to a pulsing mode that would create a swirling magnetic field that would pull the craft along. Lisa Mitchell notes magnets powerful enough to drive the craft have never been created and would generate enough heat to fry any living being in its vicinity. He is looking for funding, "It will take billions, but we might well see a Magnocraft in the not-too-distant future." (Lisa Mitchell, "Anti-Matter: UFO Update" *Omni*, February 1984, p. 87.)

1988

Betty Andreasson indicates in a hypnotic session that there are magnetic rings on saucers along with other things like a depolarized rim, telemeter wheels, and cyclonetic trowels. (Raymond Fowler, *The Watchers* Bantam, 1990, p. 77.)

1989

During a briefing for Jacques Vallee, Bill Cooper states, "Our radar affected their navigation system and threw their craft off-balance." Interestingly though the propulsion system doesn't involve magnetic drives, but "a space-time fold." Vallee thinks the vulnerability to radar is "utterly ludicrous" and points to electronic warfare devices in existence on earth that would negate any such vulnerability. (*Revelations*, Ballantine, p. 67.) This vulnerability is an obviously another echo to the 1950 Koehler yarn, like Schirmer in 1968.

July 14, 1989

A 3 Star General named 'Bill' gives an interview about secrets gathered from UFO retrievals. He says it took about 20 years to copy the basic propulsion system of the discs and triangles. "It is a magnetic drive surrounded by an aura of bright white light." They are powered by small nuclear reactors. (Interview first appeared under Don Ecker's name on ParaNet UFO 6 April 1990, but also as recently as 2003 at [www.unexplainable.net/artman/publish/article\\_2640.shtml](http://www.unexplainable.net/artman/publish/article_2640.shtml))

1989

John Ackerman advocates a magnetic drive theory at book length (149pp) in *To Catch a Falling Star: A Scientific Theory of UFOs* (Univelt; \$9.95) Save your money and read instead George Earley's criticisms in the January/February 1991 issue of *UFO Magazine*, pp. 38-9. I especially enjoyed Earley's picking up on how Ackerman's 'extensive' manuscript didn't get vetted by MUFON consultants due to publisher's meetings.

1992

"I was mapping magnetic lines. That's what I was doing. I was recording magnetic lines. And then something happened." The something was the crash of the spacecraft that was experienced by 'Mona' in a previous lifetime when she was a glowing humanoid, basically a Gray. It happened when humans still lived in furs and they regarded him as something they should pray to. (Dolores Cannon, *Legacy from the Stars*, Ozark Mountain Publishers, 1996, p. 144.) The tale sounds like a mix of Scully, dimly recalled, and von Daniken.

1994

Jenny Randles: "Look at how often entities refer to two types of propulsion system, one for use in interstellar flight and another only while in the earth's atmosphere. The latter virtually always consists of a device that harnesses the magnetic field. Indeed there are now enough cases where details have been offered that, coupled with the extraordinarily consistent interference effects to car engine and lighting systems, a physicist could probably decode the material to determine if anything of scientific sense emerges. Perhaps it would not, but I merely note that these cases are not full of wide-ranging pseudoscience as might be dreamed up by vivid imaginations. The pattern may reflect some reality or it may be arrant nonsense, but it is a pattern nonetheless." (*Alien Contacts and Abductions* Sterling, 1994, pp. 169-70.)



July 6, 1996

A web page about David Hamel's efforts to invent a magnetic drive derived from a waking trance experience involving mental transport to an alien ship. He has built working models in what he calls his version of Project Magnet. It states, "Hamel uses compression of magnetic energy in a constrained environment to produce the ionizing effect coincident to energy accumulation and flight." In typical contactee fashion, there was a prediction of imminent cataclysm, now failed. "In twenty more years everything on earth will be devastated. It's the magnetic that will change. I was told that when the lineup of the planets and THE SECOND SUN passes for three days and three nights in front of our sun and blacks it out, the magnetic will change. Between the years 2000 and 2005."

July 1997

Philip Corso, the infamous Roswell whistle blower, unveils the secret of the saucer drive: "The craft was able to displace gravity through the propagation of magnetic wave, controlled by shifting the magnetic poles around the craft so as to control or, vector, not a propulsion system but the repulsion force of like charges... The entire vehicle functioned just like a giant capacitor, In other words, the craft stored the energy necessary to propagate the magnetic wave that elevated it..." (Col. Philip J. Corso (Ret.), *The Day After Roswell*, Rosewood Woods, 1997, pp. 100-1.)

1998

A German pilot says he saw a hangar with 3 or 4 saucers in it in July 1944. The pilot says he had heard rumors that summer of a so-called "Magnetscheibe", literally, "magnet-disk" and that he assumed that was what they must be. This is described on a web page titled "Disposition of German Saucer Technology After the War – Field Propulsion Saucers" It cites a German language work Karl Heinz Zunnecke's *Geheimtechnologien. Wunderwaffen Und Irdischen Facetten Des UFO-Phaaenomens 50 Jahre Desinformaton und die Folaen*. CTT-Verlag, Suhl, 1998 [http://www.bibliotecapleyades.net/ufo\\_aleman/rfz/vril.htm](http://www.bibliotecapleyades.net/ufo_aleman/rfz/vril.htm)

November 23, 2001

On UFO Updates, Christopher Kelly writes, "I truly believe this is how we will solve the UFO mystery, I've said it before and I'll say it again. I didn't get into researching UFO's because I saw one or just started believing in them, I didn't even care if they were real or not, I just wanted to build a better space craft. It was while I was doing this over a ten year period that I started to realized it was possible and that using magnetic fields was the way to go in terms of propulsion." He confesses though he had to abandon his research because he came to realize that magnetic fields and humans just don't get along and he had questions about the resources Greys would have to be using, the Mars-Jupiter asteroid field, and the Moon's rotation rate. He still believes magnetic drives are the way to go for interstellar travel and alleges NASA is looking into magnetic waves. At a later date – March 9, 2002 – he expands on the first problem by pointing out large magnetic fields have unfortunate biological side effects like insanity in males and sterility in females. That is why you don't see much use of them in real life. "It has already been proven that a magnetic field can be used to propel a craft, simple tests of this have been done by all manner of people, from government funded to the backyard inventors. The large amounts of power needed and the fact that humans and magnetic fields don't get along are or seem to be the main reason why it isn't used. Once a smaller more powerful power unit is invented, I dare say deep space probes will be using magnetic fields to propel them along."

2002

Grays initially warn Lisette Larkins that they could not give her any technical info about saucer propulsion and elaborate on why at some length. Later, she tries again and they tell her "There is a magnetized energy field that permeates the universe, and we simply find a way to utilize these energy fields that are naturally occurring, similar to how your magnets pull certain alloys to themselves." They allow the full force of attraction to snap like a rubber band, it is also like opening a door that allows a rush of energy particles. It will take "a few tweaks to your physics," before we are able to do this. Trek classic buffs, think "That Which Survives." [Lisette Larkins, *Talking to Extraterrestrials: Communicating with Enlightened Beings*, Hampton Roads, 2002, pp. 51-3, 78, 82.]

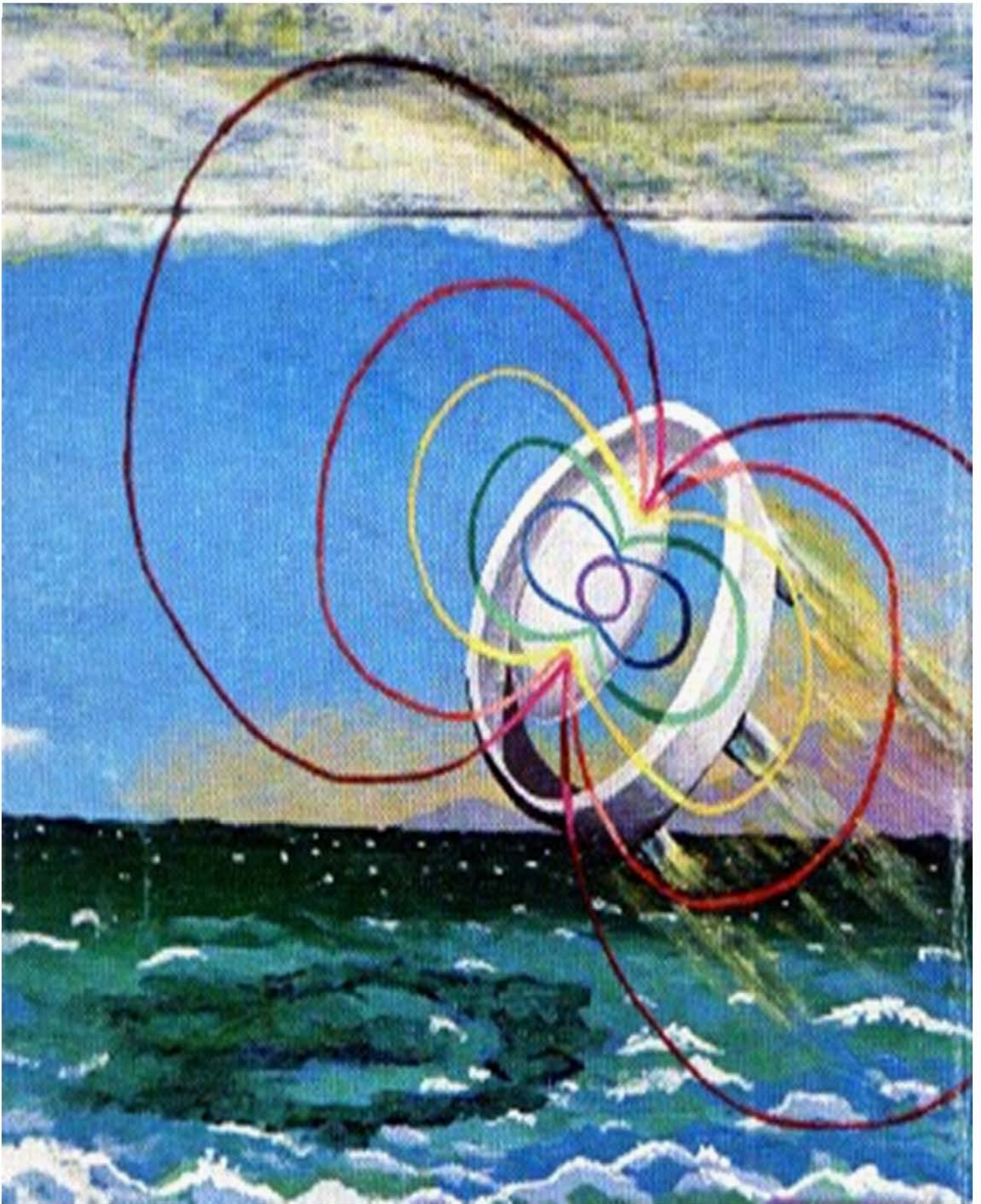
February 2006

David Hamel bio appears that updates his odyssey. It starts in a 1975 abduction when beings from Kladen explained their intergalactic travel involved "inherent magnetic forces that attracted and repelled its components. By varying the relative position of the magnetic rings, a vortex of charged air could be created intense enough to suck the ship through a surrounding electromagnetic disturbance." Devotees reportedly spent thousands trying to develop his ideas into a working device with no financial success to date. [Eric Shinn, "Welcome to the Future, ufoexperiences blog, February 16, 17, 18; 2006.]

\* \* \* \* \*

## DISCUSSION

Magnetic drives were a common speculation about airship and space ship technology as early as the late 1800s. They appeared in the science fiction pulps in a minor way well before the start of the saucer era. I say minor, because rockets were clearly preferred by pulp writers. There was also a range of competing notions – pure anti-gravity, atomic drives, cosmic rays, ether propellers, solar engines, light pressure, ion drives, subatomic forces, dimensional forces, 4th dimensional short-cuts, space warps, even a notion – used by at least 5 authors - that one could move the whole universe while the ship stays in place!



Art showing a magnetic field surrounding a flying disk in Nick Bojars, *The Beauty of the Flying Saucer*, Raven Publishing, 1979.



The emergence of magnetic drives in the early days of the saucer era could be called a throwback relative to the sophisticated creativity of the pulps. One would expect rockets or nuclear energy to hold ascendance by the mid-twentieth century. However there was inertia against these ideas because saucers as extraterrestrial craft was an idea first embraced by theosophists, fans of the paranormal, and fortune tellers. The saucer crash hoaxes in the first years of the saucer era, in particular, circulated magnetic mythology far and wide among the scientifically-challenged.

Keyhoe's acceptance and dispersal of Wilbert Smith's ideas added a cachet that this was something those in the know about saucers were seriously considering. Contactees embraced the notion and added the first-person, from-the-horse's-mouth authority of alien testimony. The appearance of electro-magnetic drives in the widely-shown Disney documentary "Mars and Beyond" made awareness of the idea ubiquitous even among people with no interest in ufo tales. The vogue for magnetic ufo detectors in the Sixties further reinforced the presumption of some magnetic component in saucer drives.

Herb Schirmer's tale dragged the idea into the abduction mythos at an early stage. The repetition of the notion among later abductees gained it a credibility in the eyes of at least Jenny Randles. While it is fair to call such repetition a pattern, it is one of historical inertia and the recycling of a privileged rumor. The notion is correctly described as 'arrant nonsense.' The pedigree of the idea has the very lowest origins.

As Project Sign indicated, the numbers are ferociously large when one looks at the energy requirements for a magnetic drive operating on earth's magnetic field. Electromagnetic energy of the necessary orders of magnitude inevitably yields side effects that are not merely tangible but vast. There would be absolutely no debate about ufo reality if the truly massive magnetic fields needed to lift a car-sized flying saucer were moving around and interacting with the world in the way science predicts it should. Magnetic compasses would be shifted over huge distances and magnetometers at geophysics labs across the country would register the presence of the field. It would generate static that would swamp radio signals over such a wide area that their value for a vehicle engaged furtive surveillance would be totally compromised. It would draw to it naturally occurring ions in the atmosphere from miles away forming a cloud of plasma. This would generate displays of lightning bolts. Any movement by such a huge field would create electric currents in metal wires by induction. Electric equipment over considerable distances would fry from the current load. Say goodbye to your computer files while you're at it.

Presumably the dominant status of the notion in ufo culture reflects both its basic simplicity – everybody has seen magnets float from elementary school science demonstrations and kids routinely play with them – and a degree of wonder associated with this ability to invisibly defy gravity. There was also a plausible explanatory connection to the reputed record-breaking speeds attributed to saucers. Most everyone knew from stories about the creation of the atom bomb that cyclotrons accelerated particles to near the speed of light via magnetism. Boosters of monorails and bullet trains disseminated films demonstrating how quickly magnetic fields could bring a model up to high speeds. Weapons designers were reputedly looking into the theoretical possibilities of using magnetic fields to fire shells at exceptional velocities. Gunpowder and other explosives are far cheaper however.

Beyond such rational considerations, magnetism is also popularly felt as highly mysterious and is routinely found in perpetual motion schemes and various alternative cosmologies, notably those in the Velikovsky tradition. It regularly turns up in the patter of medical quackery as a cure for many ailments. It was no coincidence that Leo GeBauer, one of the con-men in the so-called Scully hoax, was touting the virtues of a doodlebug that could find oil via distortions in the earth's magnetic field AND measure the state of a person's health. He boasted that during World War 2 he headed up a super-secret, billion dollar magnetism research project. [Karl Pflock, "What's Really Behind the Flying Saucers? A New Twist on Aztec" *Anomalist* #8 Spring 2000, p. 141] One of the motives for the crash tales, J.P. Cahn (the journalist who first debunked the story) believed was to build a sucker list of people who would easily fall for such scams.

Other psychological facets may be divined from more esoteric data. A German film producer, a self-described "practicing schizophrenic," said he taped magnets to his body to make his schizophrenia disappear and give him control. He felt magnetism was one of the four fundamental life forces. The *Panic Encyclopedia* comments that the magnet functions as a kind of technological hologram that provides the illusion of a temporary coherency. One can also add it serves as a metaphor for power. Such power is not so much physical as it is psychical in such fantasy realms. (Arthur Kroger, Marilouise Kroger, David Cook *Panic Encyclopedia: The Definitive Guide to the postmodern scene* St. Martin's, 1989, pp. 144-5.)

Whether one should prefer to account for the dominant position of magnetic drives among saucer propulsion schemes via psychological bias or contingent historical evolution of the mythos is probably more an aesthetic choice than a conflict of method. They are both probably right -- certainly more right than aliens actually using magnetic drives whose use would be impractical and a ludicrous choice for beings who want their presence to be a secret.

Ufo buffs like it when details in one case are repeated in others as they feel it gives it a feel of being real. Well here is something that has been repeated dozens of times. A silly idea repeated over and over is still a silly idea. Keep your wallet closed. Ufo study is not going to give you the secret of building a starship.

***Martin S. Kottmeyer is the damned author of Alien Who's Who, the worst selling ufo book in freakin' ufo history.***



## SUNlite 5-1 701 club (case #9053) explanation untenable.

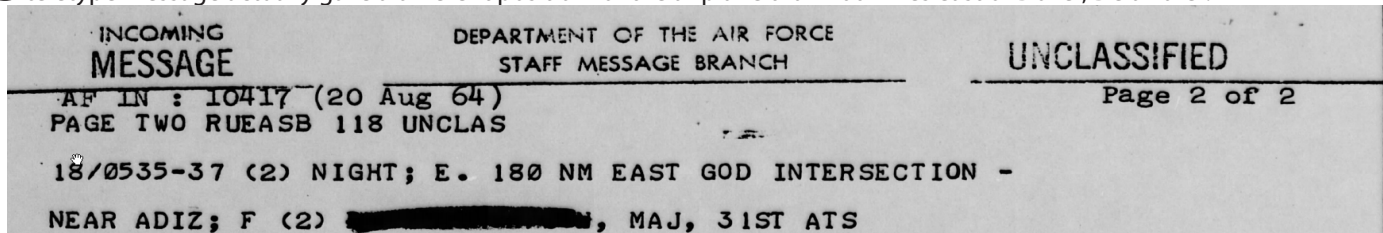
After SUNlite 5-1 was posted on line, UFOlogist Herb Taylor offered my explanation for case #9053 to the project 1947 mailing list. As expected, the explanation was criticized because there was a 30 minute difference in time. They seemed to miss the point that I only offered the potential explanation assuming a mistake had been made in recording the time of the incident. I had written as a concluding remark:

*If we assume there is an error in the time of the event, then this can be listed as a probable rocket launch and remove it from the "unidentified list".<sup>1</sup>*

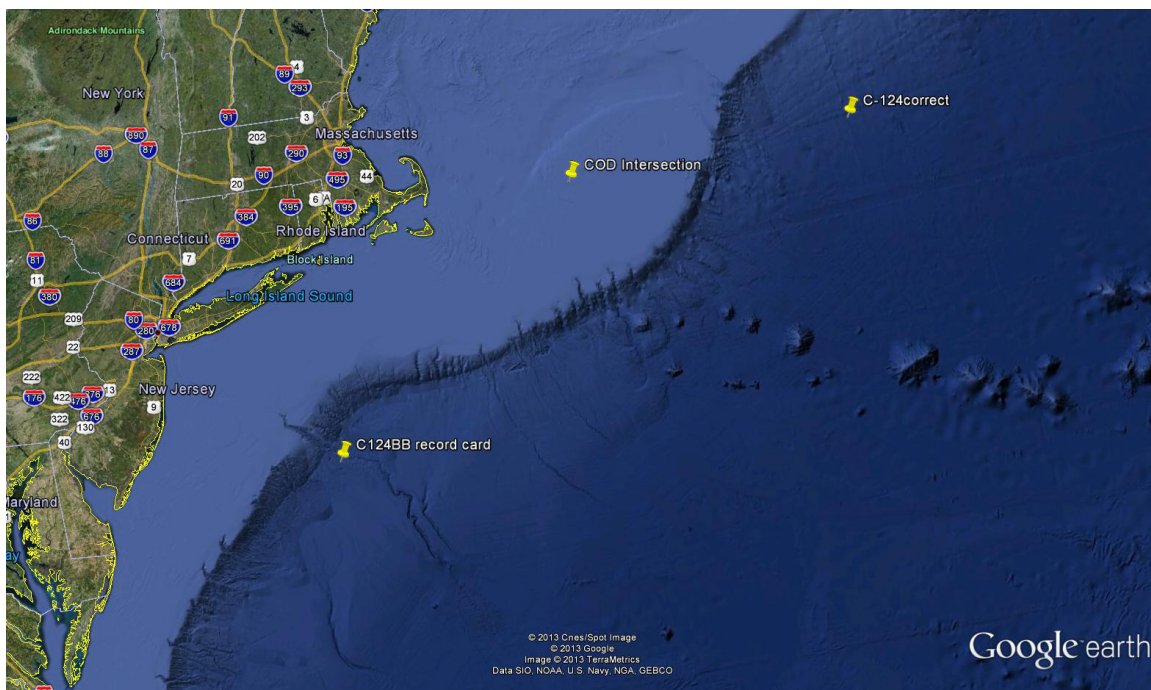
Brad Sparks made several additional criticisms towards my article. He proclaimed that I had shown the plane flying towards Wallops Island instead of Dover, Delaware. He seemed to be ignorant that the report stated this was the direction the plane was flying at the time of the incident. I had also stated in the article that the arrow was a "sighting line" and not the destination. In another complaint, Sparks stated that my use of the time as an "estimate" was inaccurate since the teletype specifically stated 2 minutes and gave a time of 0535-0537. I found that a rather odd argument since I am not sure how they could accurately assess the time that transpired. Were they using a stop watch during the event? Was the time precisely two minutes or was it some other time span (1:59, 1:45, 1:30, 1:15)? Was the actual time 05:34:42 - 05:36:30 or something like that? Any report of time is going to have some margin of error with it unless it was precisely measured. I did not find these arguments compelling enough to change my hypothesis until Sparks found an error in the record card's position for the plane.

### The COD intersection

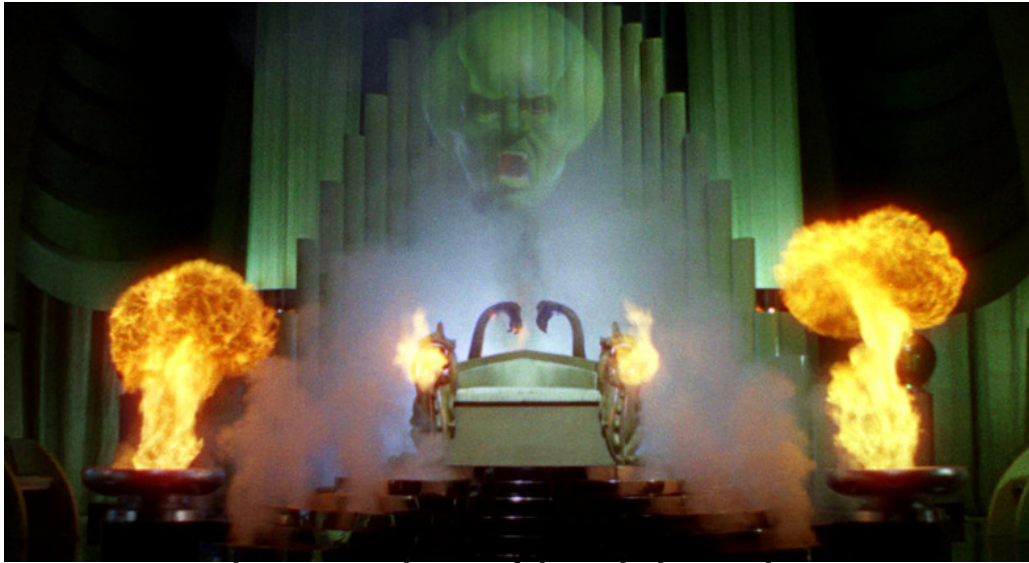
Sparks pointed out the fatal flaw in my hypothesis when he discovered that Blue Book made an error in the record card. The teletype message actually gave a different position for the airplane than 200 miles east of Dover, Delaware<sup>2</sup>:



The reference to the "GOD" intersection appears to have been a typo and Sparks states it really meant "COD" intersection. This is a location on the map with a longitude of 68 degrees and latitude of 41 degrees 29 minutes. Confirmation of this is in the rest of the text where the crew stated they had contacted the Boston center to see if any aircraft or radar contacts were in the area. Project Blue Book personnel had simply misinterpreted that the plane was 180 nm east of Dover when this occurred. The end result is the plane was at a position of about 64 degrees west longitude and 41 degree 29 minutes north (if we interpret the position of 180nm due east as accurate), which is over 600 miles to the northeast of Wallops island instead of about 200. It is unlikely that there was an error in position as well as an error in the time of the incident. As a result, the explanation of the Wallops Island Rocket launch was untenable.



The positions of the plane as listed on the Blue Book record card is identified by C124BB record card. If one interprets the teletype message as 180nm due east of the COD intersection, the position for the C-124 would have been at the peg marked by C-124correct.



**The great and powerful Sparks has spoken!**

After reading this information, I sent an e-mail to Sparks et. al. ,via Herb Taylor, that the explanation was no longer possible and I would post a correction in the next issue. I happened to be on vacation at the time and, when I returned home, I sent another e-mail to my SUNlite "alert" list stating:

*Sparks pointed out that the position of the aircraft of being 200 mi east of Dover is incorrect and the actual position was over 200 miles east of Cape Cod. If this is the case, then the Wallops Island launch does not fit at all. If you look at what I wrote, I had stated that assuming a time error of 30 minutes, the conditions indicated it was probably the Wallops island launch. Of course, that was with the plane much closer to Wallops island. With the position of the plane being much farther to the northeast, I feel that two assumptions (a time error and position error) may be too much to ask for.<sup>3</sup>*

I figured this was the end of the matter and I would write the article basically as it appears above. However, when Sparks received a copy of the e-mail, he bellowed how mistaken I was about everything I had written. For some reason, Sparks decided to be anal about how I described the plane's position in the e-mail as being **OVER** 200 miles east of Cape Cod as not being accurate enough. He stated it was more like 300 miles. When I sent out this e-mail, I did not bother to measure the precise distance and I chose to simply list an easy reference point people could relate to instead of longitudes and latitudes. I knew it was more than 200 miles because the position for the COD intersection was east of Cape Cod. I beg forgiveness from my readers for not being 100% precise on this distance.

Not satisfied with simply stating the position I gave was not 100% accurate, Sparks also repeated an argument that I found less than compelling the first time he made it. According to him, the time listed (0535-0537) had no Zulu identification at the end (i.e. 0535Z). Therefore, he concluded that it was actually local time that was listed because he had seen local time used before in some of the Blue Book records. This ignores the sky conditions being listed as "NIGHT" on the teletype. A time of 0535 EST/AST would have occurred around sunrise. In order to make his time difference fit, Sparks argued that it was actually ADT. This would mean the sun would not rise until around 0630 and conditions would be plenty dark enough to create "Night" conditions. Looking at Stellarium, we see the following sky conditions for 0835 Zulu time (which would be 0535 ADT) on the 18th of August:



Sparks argues that the pilots thought that these conditions were "night". I could just as easily argue the point that this was considered "dawn" conditions. While this can be open to interpretation, Sparks' ignores an important point about using ADT. Daylight savings time was not universally used across the United States in 1964. I am not sure if a plane over the ocean would even consider using DST. Maybe Sparks could elaborate what proof he has that they would use ADT for the time of the event other than his own belief.

- (d) Over a well-known or well-defined geographic area.
- (e) True bearing and distance from a geographic location.
- (5) Date and time of sighting (GMT).
- (6) Altitude of object.

#### d. *Time and Date of Sighting:*

- (1) Zulu time-date group of sighting.
- (2) Light conditions. (Use one of the following terms: Night, day, dawn, dusk).

Additionally, JANAP 146 D<sup>4</sup> (above left) and AFR 200-2<sup>5</sup> (above right) both state the time used would be reported as Zulu/GMT. Just because the "Z" was missing does not mean it was not Zulu. Unless we have evidence otherwise, the time should be assumed to be Zulu and not some other arbitrary time. In an effort to help resolve the issue, I asked a retired P-3 pilot friend of mine, what time they used during a flight. He stated that they always used Zulu time because the use of any other time would be confusing. All of this seems to indicate that the time reported was, more than likely, Zulu time.

While this time argument seems pointless because it changes nothing to the bottom line, I wanted to point out how ridiculous some of these discussions can become where individuals proclaim things as factual with no evidence to prove it. While Sparks was correct about the plane's position, his argument about the time appears to be based on what he wants to believe and not based on establishing it as a fact. He is doing exactly what he accused me of doing with my proposed 30 minute time error. Sparks is attempting to "force-fit" a time in order to put time, as well as distance, away from any potential explanation.

### **Not a launch or re-entry test**

With the position of the plane being much farther to the northeast, the rocket would have been well below the horizon during the boost phase of the launch and, even if it were above the horizon, it would be too dim at that distance to be noticed. I read the NASA documentation again regarding this type of test and noticed that the last two stages were fired after reaching peak altitude (113 miles) in order to force the re-entry south of Bermuda. However, the engines for these stages are not very big and would also probably be too faint to be seen at a distance of 600-700 miles. Even if there were a fireball from the re-entry, I doubt that would be visible as well. It seems that the rocket launch explanation fails to work even if the time reported for the sighting was off by thirty minutes.

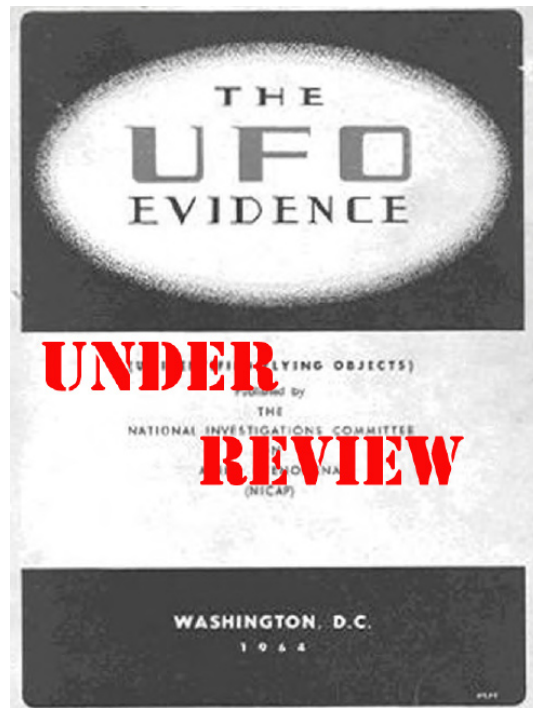
### **Still unidentified**

What is clear from all of this is that the Blue Book team misinterpreted the position of the plane. It is interesting to point out that all the UFOlogy blue book catalogues also list this errant position. I made the mistake of not looking closer at the original message and seeing that the Blue Book record card was wrong. Are there any other mistakes in the file? Can the time reported be wrong as I originally proposed? What about the plane's position? It seems a bit imprecise. One would think a longitude and latitude could have been given for the time of the event. With such an approximate location, isn't that stating the crew did not exactly record when/where the event transpired? There are many variables here that need to be considered and it would help if we knew when/where the plane took off and when it landed. The bottom line is that the case still remains "unidentified" with no real source available that can explain it.

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2. "Project Blue Book - UFO investigations". Fold 3 web site. Available WWW: <http://www.fold3.com/image/#9420782>
3. Printy, Timothy. E-mail to various individuals. January 15, 2013
4. The joint chiefs of staff Military communications - Electronics board. Canadian-United States communications instructions for reporting vital intelligence sightings (CIRVIS/MERINT) JANAP 146 (d). Washington DC. February 1959. Available WWW: <http://www.noufors.com/Documents/janap146d.pdf>
5. Department of the Air Force. Air Force regulation 200-2. Washington DC. 5 February 1958. Available WWW: [http://www.nicap.org/directives/afr200-2\\_020558.pdf](http://www.nicap.org/directives/afr200-2_020558.pdf)





**November 12, 1954**

The UFO evidence lists the following:

*Louisville, Ky. Spherical object moved quickly south, hovered for a long period [VIII].<sup>1</sup>*

Section VIII is not much more informative on the details. Their source is one clipping from a Louisville newspaper of November 13th:

*November 12, 1954 Kentucky, (Indiana, Ohio) - Air Force interceptors chased spherical object seen over tri-state area; also followed by theodolite.<sup>2</sup>*

While this listing is under radar cases, I saw no mention that it was tracked by radar. Perhaps radar was mentioned in the newspaper clipping but this is a minor point because the description appears to fit a common source for UFO reports.

### **High altitude balloon research**

Throughout the 1950s, various research balloons were being launched across the country. They were often referred to as Skyhook balloons but there were many programs using these balloons (Gopher, Grab bag, Ash can, Moby Dick, etc.). One of the major launching points was St. Paul Minnesota (Fleming Field), where Winzen Research Inc, conducted many launches. Another major launch area was New Brighton, where the University of Minnesota performed their operations using General Mills balloons. Looking at the description, my first thought was that it was probably one of these research balloons. However, could I actually identify one that was in the area?

### **Looking for a source**

According to the Stratocat database (<http://stratocat.com.ar/globos/1954e.htm>), a candidate for this event was a balloon launched on November 11th from Fleming Field, Minnesota. Unfortunately, the stratocat database is incomplete and does not contain all the launches that had been made from these locations or the data that was associated with them. This specific flight is listed as "no data" and we do not know anything more than the balloon was launched on that date. I really could only suggest it was possible that it was this balloon but, without knowing the duration and recovery location, I could not say so for sure.

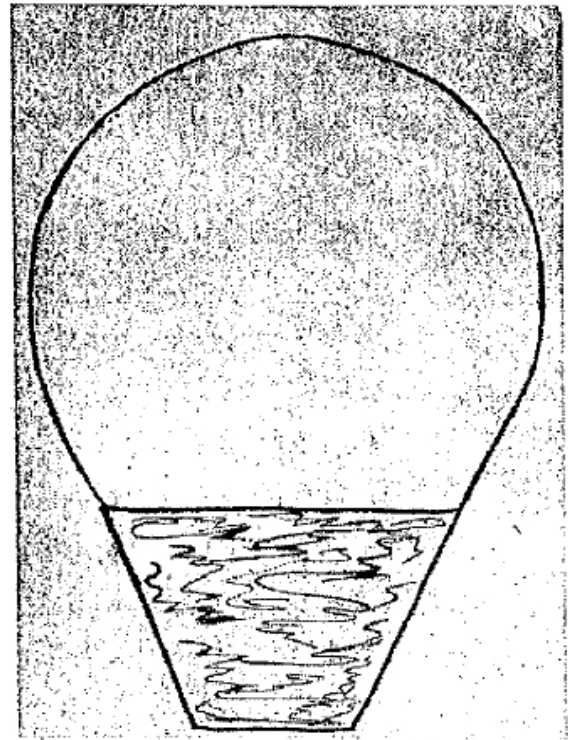
Since the case involved interceptors and a large number of witnesses, I decided to see if Blue Book was involved. A search of the Fold 3 web site produced a case file showing that the source of the report was a research balloon. Did Blue Book simply slap this identification on the case as many UFOlogists claim or was there reasonable evidence to support this explanation?

## NICAP's selective reporting

Examining the file, revealed that there was more to the news reports than what NICAP let everyone know in their reporting of this case. For instance, the Knoxville News Sentinel reported on November 14th<sup>3</sup>, that the pilots (Lt. Melvin Bowers and Lt. Mark Studder), who were sent to intercept the UFO, quickly identified the object as a balloon of some kind. On November 15th, the Dayton Journal reported that a General Mills spokesman had suggested that it was possibly a balloon launched from Minneapolis.<sup>4</sup>

"It was a balloon," said Lt. Melvin Bowers and Lt. Mark Studder, after they landed back at McGhee Tyson Air Base. "We flew at about 36,000 feet and got under it. It was still some distance above us. Probably sent up by some distant weather bureau and drifted in here on an upper air current."

A further check of news papers from the area revealed more information to support the balloon explanation. The November 15th edition of the Middlesboro, Kentucky, Daily News, had a sketch by a reporter, who saw the UFO through binoculars (see image to the right).<sup>5</sup> The sketch appears to be very similar to a research balloon. There is also a statement by an individual, who saw the UFO with a telescope and stated it looked like a "man-carrying balloon".<sup>6</sup> This is a limited search of all the news papers and I am certain that a large number of the papers from the area included the explanation and commentary by the pilots. For some reason, NICAP's document failed to include this information. Was this a case of NICAP only having the one news clipping and not researching the case any further? I couldn't find any mention of radar in any of the stories I read, so I am not sure how NICAP figured it was a radar case. It seems that NICAP simply placed it into their document with little or no investigation.



DID YOU SEE "THE THING"?—Middlesboro residents stood in groups all Saturday afternoon watching "The Thing", a shiny ball-like object in the sky in the southwest. Predictions as to what it was ranged from "a weather balloon" to "a space station in the outer hemisphere circling the earth from which either the United States or Russia could observe the whole world." Looking through field glasses "The Thing" appeared the shape of this drawing to a Daily News reporter. The top circular part looked to be a clear plastic-like balloon with the bottom portion (shaped as drawn) appearing to be an orangish solid-like material.

## The evidence

After receiving the reports, ATIC suspected they were possibly caused by a balloons T/SGT Dreppard contacted LCDR Ross at the Office of Naval Research (ONR) on the 18th of November. On the 22nd of November, the ONR representative at the University of Minnesota called T/SGT Dreppard and told him that two balloons were launched on November 12 and 13.<sup>7</sup> These payloads were recovered near Danville and Carlisle, Kentucky. For Blue Book, and myself, it was/is enough information to classify this case as "solved". NICAP can say otherwise but the evidence is pretty convincing that this case involved a research balloon.

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2. *ibid.* P. 79
3. "Jet pilots solve mystery of "thing". Knoxville news-sentinel. November 14, 1954. Knoxville, Ky. Fold 3 web site. Available WWW: <http://www.fold3.com/image/#6959494>
4. "Mystery object could have been plastic balloon". Dayton Journal. November 15, 1954. Dayton, Ohio. Fold 3 web site. Available WWW: <http://www.fold3.com/image/#6959484>
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6. *ibid.*
7. Bluebook final evaluation. Fold 3 web site. Available WWW: <http://www.fold3.com/image/#6959418>

# The 701 Club

Case #8388 - June 15, 1963

## The Blue Book record

The file is rather small. Besides the record card, there is a letter with a sketch from the witness. A memo was also enclosed asking NASA to look into the matter as a possible satellite sighting. Apparently, NASA did not respond or the response was lost.<sup>1</sup>

PROJECT 10073 RECORD CARD			
1. DATE 15 June 1963	2. LOCATION 14.27N 69.57E (Indian Ocean)		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon
3. DATE-TIME GROUP Local _____ GMT 15/1539Z	4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		<input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE civilian		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
7. LENGTH OF OBSERVATION 3-4 minutes	8. NUMBER OF OBJECTS one	9. COURSE NE	<input type="checkbox"/> Other UNIDENTIFIED <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
10. BRIEF SUMMARY OF SIGHTING Luminous disc at 30 deg elevation bearing 325 deg true from observed. Descended traveling in an Easterly direction for duration of 3-4 min. Appeared to be moving faster than ECHO. Gave appearance of being a bright light behind a cloud. Passed through area without clouds and appearance did not change. ECHO observed 30 min later.		11. COMMENTS UNIDENTIFIED.	

While there is not much in the file, the witness' sketch and description contained specific information that could help solve the case.

## How UFOlogists list the case

The two main listings of the Blue Book unknowns were compiled by Brad Sparks and Don Berliner. Berliner's list on the NICAP web site describes the case as follows:

*June 15, 1963; 200 miles north of Venezuela (14° 27' N., 69° 57' E.). 10:39 a.m. Witness: 3rd Mate R.C. Chamberlin, of S/ Thetis. One luminous disc traveled at 1.5 times the speed of satellite for 3-4 minutes.*<sup>2</sup>

Brad Sparks' catalogue can be found at the CUFOS web site. His description is almost the same as Berliner's:

*June 15, 1963. About 200 miles N of Venezuela (at 14°17' N, 69°57' W). 10:39 a.m. 3rd Mate . C. Chamberlin, of S/[SS?] Thetis saw luminous disc travel at 1.5 times the angular speed of a satellite. (Sparks; Berliner) 3-4 mins*<sup>3</sup>

Sparks appears to have copied Berliner's entry but also listed his own personal research on this case as a source. As one can see above, there is a gross error here regarding the location of the witness in both entries. The Blue Book record card clearly states that the longitude was East longitude and the ship was in the Indian Ocean. Berliner got the longitude correct but seems to have plotted it incorrectly giving a position north of Venezuela. Sparks seems to have then noted the discrepancy regarding Venezuela and East longitude. As a result, he appears to have changed the longitude to West longitude (I assume changing the latitude from 27' to 17' was a typo) to match this location. It was a case of compounding errors instead of looking at the source documentation. There is no doubt that the witness was in the Indian Ocean as his letter, dated June 19th, is addressed from Ras Tanura, Saudia Arabia. He also gave his location of the sighting as East longitude.

## Analysis

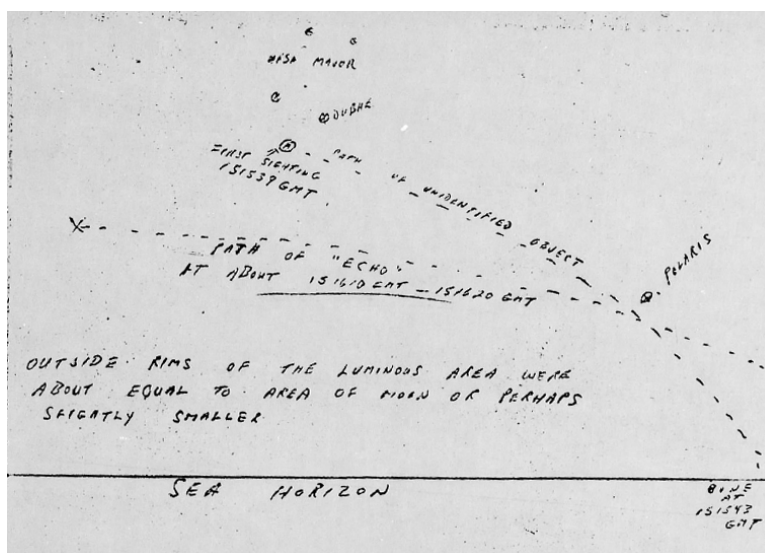
Reading the statement of the witness, he describes the following:

*At 151539GMT a luminous disc was observed at an altitude of approximately 30 degrees bearing about 325 degrees true from the observer. It was descending traveling in an easterly direction and was in sight for about three to four minutes from the time of the first*



sighting. When first seen it was close below Dubhe and passed close west of Polaris disappearing beyond the horizon almost directly below Polaris. It was difficult to estimate the height but appeared very high. It appeared to be traveling a little faster than the US satellite "Echo" behind a light filament(sic) of cloud. However, it was observed to be passing through an area with no clouds but never changing its first appearance. About 30 minutes after it passe (sic) "Echo" passed over and disappeared in nearly the same location.<sup>4</sup>

He added that three others saw the event and all agreed with the statement. The witness included the following sketch with his report:<sup>5</sup>



It is interesting to see how the witness' description of the UFO is interpreted by the UFOlogists in their catalogues. Both Sparks and Berliner declare that the object had 1.5 times the angular speed of a satellite. That just means the object, if it was in orbit, was at a lower orbit than Echo-I. What seems to have been missed by these UFOlogists, is the fact that the Echo-1 Satellite had an orbit with an altitude of about 1000 miles! Its angular speed was slower than most satellites visible to the naked eye. This indicates the claim that it had an angular speed 1.5 times a satellite was misleading. It gave the false impression that it was not a satellite when the actual angular speed was what one would expect from a satellite in low earth orbit.

The observations of the witness did not indicate the pin point of light one would expect from a satellite. Instead, his sketch indicated an angular size of about one-quarter to one-half of a degree. To me, his observations sounded like a rocket venting fuel in low earth orbit. A few examples of how rockets venting fuel appear can be found at the following links:

<http://www.astr.ua.edu/keel/space/apollo.html>

<http://www.theufochronicles.com/2010/06/ufo-in-australia-explained-falcon-9.html>

<http://blogs.discovermagazine.com/badastronomy/2012/01/16/time-lapse-chinese-rocket-caught-on-video/>

Following this idea, I checked the Astronautix chronology to see if there were any recent rocket launches.

### Astronautix web site to the rescue

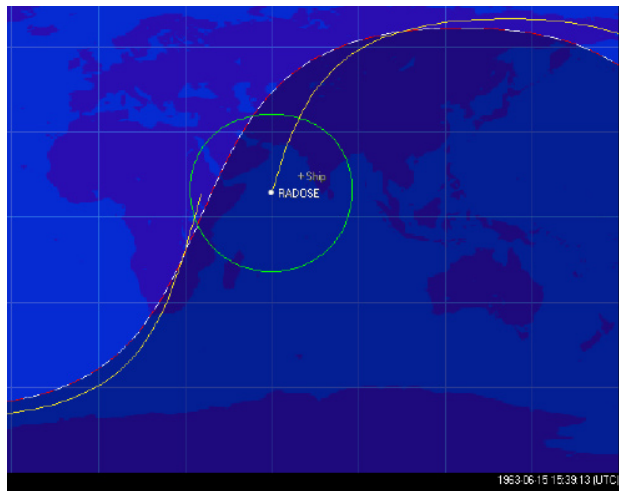
I was pleasantly surprised to see this entry:

1963 June 15 - . 14:29 GMT - . Launch Site: Vandenberg. Launch Complex: Vandenberg SLC2E. LV Family: Delta. Launch Vehicle: Thor Agena D. LV Configuration: Thor Agena D 378 / Agena D 2353.

- Lofti 2A - . Mass: 26 kg (57 lb). Nation: USA. Agency: USN. Class: Technology. Type: Communications technology satellite. Spacecraft: Lofti. Decay Date: 1963-07-18 . USAF Sat Cat: 601 . COSPAR: 1963-021B. Apogee: 876 km (544 mi). Perigee: 170 km (100 mi). Inclination: 69.9000 deg. Period: 95.10 min. Summary: VLF experiments. Space craft engaged in investigation of spaceflight techniques and technology (US Cat A). .
- USN satellite - . Payload: NRL PL130?. Mass: 35 kg (77 lb). Nation: USA. Agency: USN. Program: ELINT. Class: Military. Type: Military naval signals reconnaissance satellite. Spacecraft: NRL ELINT. Decay Date: 1963-07-27 . USAF Sat Cat: 598 . COSPAR: 1963-021E. Apogee: 859 km (533 mi). Perigee: 170 km (100 mi). Inclination: 69.9000 deg. Period: 94.90 min. Summary: Identified by McDowell as probable

- *RADOSE 112 - . Payload: NRL PL 112. Mass: 25 kg (55 lb). Nation: USA. Agency: USN. Class: Earth. Type: Magnetosphere satellite. Spacecraft: RADOSE. Decay Date: 1963-07-30 . USAF Sat Cat: 600 . COSPAR: 1963-021D. Apogee: 875 km (543 mi). Perigee: 170 km (100 mi). Inclination: 69.9000 deg. Period: 95.10 min. Summary: Radiation dosimeter measurements. Space craft engaged in investigation of spaceflight techniques and technology (US Cat A). .*
- *SURCAL 1B - . Mass: 3.00 kg (6.60 lb). Nation: USA. Agency: USN. Class: Military. Type: Radar calibration target. Spacecraft: SURCAL. Decay Date: 1963-07-05 . USAF Sat Cat: 597 . COSPAR: 1963-021F. Apogee: 802 km (498 mi). Perigee: 172 km (106 mi). Inclination: 69.9000 deg. Period: 94.40 min. Summary: Surveillance Calibration. Space craft engaged in investigation of spaceflight techniques and technology (US Cat A). .*
- *Solrad 6A - . Mass: 39 kg (85 lb). Nation: USA. Agency: USN. Class: Military. Type: Military naval signals reconnaissance satellite. Spacecraft: GRAB. Decay Date: 1963-08-01 . USAF Sat Cat: 599 . COSPAR: 1963-021C. Apogee: 869 km (539 mi). Perigee: 170 km (100 mi). Inclination: 69.9000 deg. Period: 95.10 min. Summary: Solar radiation data. Space craft engaged in investigation of spaceflight techniques and technology (US Cat A).<sup>6</sup>*

This rocket launch was half-a-world away (roughly 190 degrees of longitude) and roughly seventy minutes before the sighting. Considering the inclination of 69.9 degrees, the time for the rocket to get up to orbital speed, and the final orbit being 95 minutes, I considered it very likely that the rocket would be in the vicinity of the ship at the time of the sighting.



My next step was to run a rough model using the TLE (Two line elements) from one of the satellites (in this case the RADOSE) and Orbitron software. I obtained results, which indicated the satellite was over the Indian ocean at the time of the event. This appeared to indicate I was on the right track.

After a bit of looking through several documents on the web, I discovered that the launch was not a complete success.<sup>7</sup>

Date	Vehicle	ID	Site	Payload	Failure description	Results
6/15/1963	Thor Agena D	378	V 75-1-1	NRL Composite 3	876X150kmX69.9deg	(EEO)

(EEO): Unintended Elliptical Earth Orbit

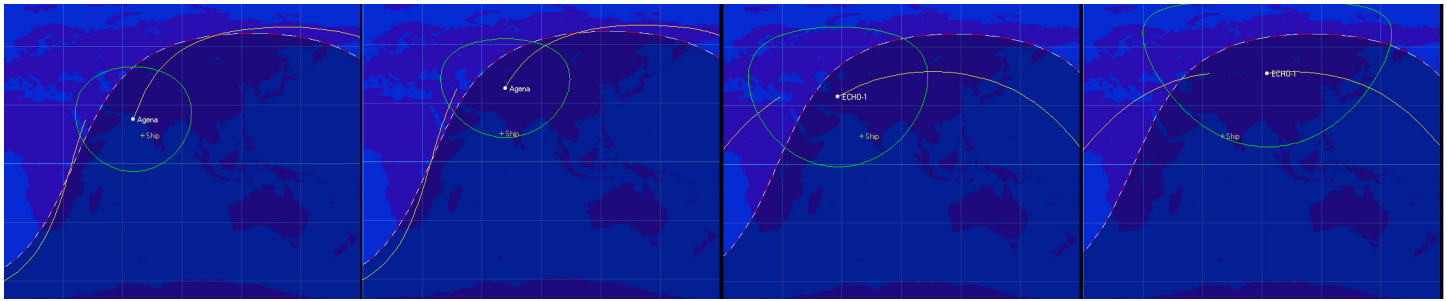
The failure to reach proper orbit indicated a failed second stage, which would have been on a similar ground track as the satellites this early after launch. Looking for additional information, I asked for help from James Oberg and Robert Sheaffer, who forwarded my request to Ted Molczan.

## The solution confirmed

Ted Molczan's response was to congratulate me on my find and gave me several references to examine as well as a TLE for the Agena stage and the Echo satellite. He stated:

*I have obtained the TLEs of the 1963-021 launch and Echo 1, closest in epoch to the reported time of the sighting, and they correlate with the description and sketch beautifully.<sup>8</sup>*

When using this TLEs for the Agena and the Echo-1 satellite, we see the following tracks:



From left to right (15:39:13, 15:43:43, 16:10:13, 16:20:13 UT)

Ted pointed out to me that the only object that would have been visible would have been the Agena stage because the satellites themselves were too small. He also discovered more information about the problems with the second stage. In the TOP SECRET History of the POPPY satellite system (one of the satellites that was launched), we read the following<sup>9</sup>:

G. SEVENTH LAUNCH - MISSION [REDACTED] 15 JUNE 1963

The attempt to place the [REDACTED] into a circular orbit was not entirely successful when the second-stage Agena D failed to ignite on its second circularizing burn. The resulting orbit of 95 by 495 nautical miles decayed within seven weeks, [REDACTED]

The Agena flight history mentions a failure of the Ullage rocket motor used to ensure fuel made it to the main engine<sup>10</sup>:

AGENA FLIGHT PERFORMANCE (Continued)

(S = Success; F = Failure; NT = No Try)

Agena Flight No.	Date of Launch	Agena Serial No. (AD No.)*	Agena Vehicle Type	First Stage Booster	Ascent Phase Result	Orbit Phase Result	Subsystem Affected by Catastrophic Failure	Remarks	Subsystems Affected by Degradation Failures
94	5-18-63	1165(18)	SS-O1A	LV-2A	S	S		Electrical system malfunction resulted in continued BTL operation and insufficient electrical power to primary payload. Agena operation assessed as success because primary flight objectives were met.	Electrical
95	6-12-63	1204	S-O1	LV-3A	NT	NT		Due to booster guidance malfunction, SLV-3/01 combination was destroyed.	
96	6-12-63	1161(21)	SS-O1A	LV-2A	S	S			
97	6-15-63	2353(11)	SS-O1A	SLV-2	F**	NT	Propulsion	Ullage rocket ignition was not achieved preventing attainment of second burn.	
98	6-26-63	1166(19)	SS-O1A	LV-2A	S	S		Horizon sensor had slow response, probably due to a motor malfunction which occurred on pass 16.	Guidance
99	6-29-63	2314	S-O1	LV-2A	S**	S			

\* Standard Agena vehicle number

\*\* Dual Burn

Ted Molczan explained how this resulted in a large amount of fuel being available to vent from the Agena:

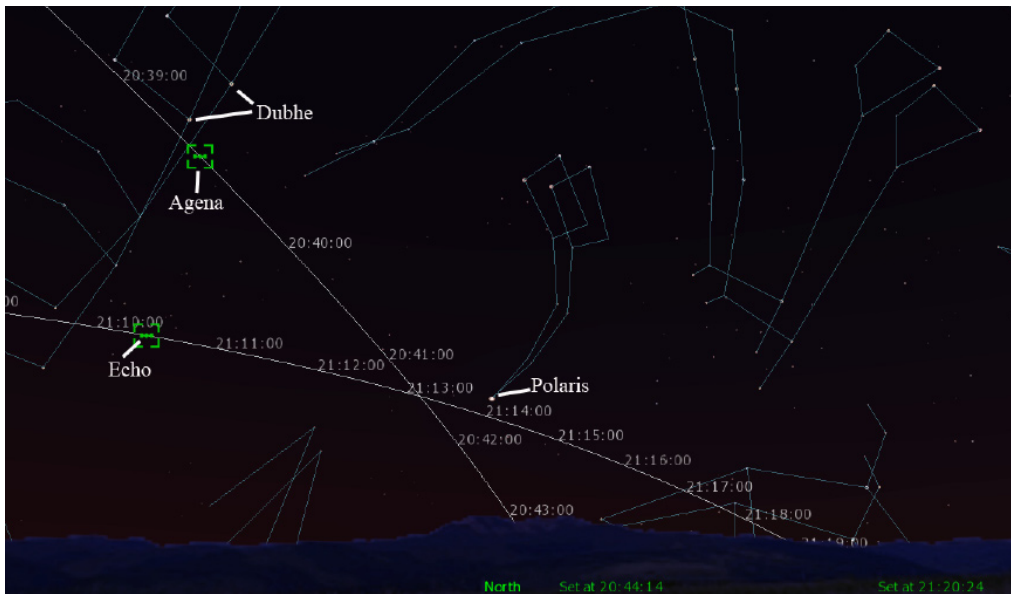
*The launch in question was a partial failure, in that the second stage (Agena D 2353) failed to circularize the orbit at apogee....The first passage through apogee occurred at about 15:24 UTC, just 15 min prior to the sighting. Based on the description, I speculate that the observed phenomenon may have been the venting of unspent propellant....A quick review of a few technical documents from the mid to late '60s reveals that an optional propellant dump package was available for the Agena D. Whether that was installed on Agena D 2353, I do not know. If it was, then I believe that the dump would have been in progress by the time of the sighting, and given the failure to perform the final burn, there would have been plenty of oxidizer and fuel to vent.<sup>11</sup>*

The resultant cloud of gas surrounding the Agena would create an object of significant angular size that would appear as a "luminous disc" to the observer on the ship.

## Heavensat's track across the sky

Using Heavensat, I was able to visualize the tracks across the sky of both the Echo and Agena to see how well they compared with the sketch provided by the witness (times are local time - GMT + 5 hours):





Seeing this plot sealed the deal for me. In my opinion, the UFO was the Agena stage venting fuel.

### Why didn't Blue Book solve this?

As always, it seems that complacency and lack of manpower may have prevented the identification of this source. Blue Book suspected that it might be a satellite but could not verify it. Because the satellites were classified (POPPY was not declassified until 2005), NASA may have chosen not to inform Blue Book. It is also possible that NASA may have not bothered to do a through check and ignored the possibility that the Agena stage was visible.

### Is it solved?

Unless somebody can produce a coherent counter-argument, I consider this case closed.

#### Notes and references

1. "Project Blue Book - UFO investigations". Fold 3 web site. Available WWW: <http://www.fold3.com/image/#8662515>
2. Berliner, Don. The Bluebook Unknowns Available WWW: <http://www.nicap.org/bluebook/unknowns.htm>
3. Sparks, Brad. Comprehensive Catalog of 1,600 Project Blue Book UFO Unknowns: Work in Progress (Version 1.22, Apr. 12, 2011) Available WWW: [http://www.cufos.org/BB\\_Unknowns.pdf](http://www.cufos.org/BB_Unknowns.pdf)
4. "Project Blue Book - UFO investigations". Fold 3 web site. Available WWW: <http://www.fold3.com/image/#8662547>
5. "Project Blue Book - UFO investigations". Fold 3 web site. Available WWW: <http://www.fold3.com/image/#8662584>
6. "1963 Chronology". The Encyclopedia Astronautica. Available WWW: <http://www.astronautix.com/chrono/1963.htm>
7. Thor-Based Space Launch History (1958-Present) Page 4 of 4: Comprehensive Orbital Launch Failure List Available WWW: <http://www.spacelaunchreport.com/thrfail.txt>
8. Molczan, Ted. E-mail to the author. February 19, 2013.
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10. Office of information, historical division. Agena flight history as of 31 December 1967. June 1969. P. 13. Available WWW: [http://www.nro.gov/foia/declass/WS117L\\_Records/276.PDF](http://www.nro.gov/foia/declass/WS117L_Records/276.PDF)
11. Molczan, Ted. E-mail to the author. February 19, 2013.

# UFOs on the tube

## The Universe: "UFOs: The real deal"

I was surprised to see this episode appear in "The Universe" television series and was interested in how the program would approach the subject.

The show started with a brief mention of the Kenneth Arnold sighting. The one major point made was that Arnold never described seeing "discs". Instead, a reporter mistakenly assigned this description. Suddenly, everyone was reporting seeing objects that were disc-shaped. After that, the show moved towards the infamous Roswell case. Rather than rehash it in detail, the show simply gave a two to three minute synopsis. Throughout the program, some other UFO cases were briefly mentioned. The space shuttle videos were shown with little explanation. However, the 1997 Arizona videos were explained as flares. Planetary scientist Kevin Grazier admitting having seen an unidentified moving light (aka a UFO). He would add, *"It is a big jump from a UFO to an extraterrestrial spacecraft"*. This seems to be something many UFOlogists try to state or imply when they interpret many of these UFO reports.

Instead of focusing on various UFO cases, the producers of the show felt a majority of the program's time should be spent examining the question if UFOs could be alien spaceships. Using the common descriptions given by witnesses regarding rapid right angle turns at high speeds, scientists suggested that the crews inside would be killed instantly unless they had some system to dampen the inertial effects. Another characteristic discussed was the lack of a sonic boom. A negative wave suppression system was suggested as a solution for this. In both cases, it was implied that the power required for such technology would be incredible.

The show then spent a great deal of time discussing how one could achieve interstellar travel. Various fuel/propulsion sources were examined. What became apparent was that, no matter what the system, interstellar travel was not going to be easy. Even exploding nuclear bombs behind a spacecraft failed to get the spacecraft beyond 5% the speed of light. Chemical and nuclear fusion were also examined and it was computed that the weight of such vehicles would be immense just to hold the fuel required! Only when anti-matter was discussed, was it possible to reach speeds near the speed of light. Unfortunately, creating all this anti-matter would cost an incredible amount of money. Additionally, the shielding for such a craft would have to be enormous in order to protect the crew. A final solution proposed for interstellar travel was the use of a warp drive. Apparently, when a warp bubble is created, the temperatures inside the bubble are too hot for human occupation. It was also mentioned that a warp drive would result in catastrophic events on any planet nearby because of the bubble/drive's effects. I guess Star Trek will remain science fiction for now.

At the end of the show, it was suggested that the aliens may be doing exactly what humans are doing with interplanetary probes. That being, they are not going into space but that UFOs may actually be piloted by or are robots, which could handle the speeds and turns described. Such probes would require an advanced artificial intelligence and would not have to worry about the time required to travel to a nearby star. This seems to be a better possibility than the frail little gray aliens commonly described by various UFO witnesses.

The program was not too bad but I felt it could have been better. I enjoyed the discussion about the potential for interstellar travel but I would have preferred to see several high profile cases critically examined by experts outside the UFO field. Is it even possible that such an approach could appear on television?

## Buy it , Borrow it, or Bin it!

**UFOs and the National Security state by Richard Dolan**

I had heard good things about this book in the UFO community and really expected a lot from it. I was encouraged when Dolan stated he would try to stick to the facts in the preface of the book. That was last thing I read that I liked.

The truth is that Dolan spends a great deal of time twisting "facts" (and I use that term loosely) to fit his personal view of the UFO conspiracy that runs throughout the book. There are plenty of the standard UFOlogical "catch phrases" and "buzz words" used to convince the reader that what he states is true. However, Dolan never can identify specifically who, or what, is covering up the UFO mystery. He spends a great deal of time implying various deaths (including Dr. McDonald) are related to this conspiracy. If he really believes all this, he must lay awake at night worrying if he is the next target!

Dolan tries to appear agnostic in his Roswell section but then goes into a criticism of the skeptical arguments while giving a free pass to the proponent version of events! His endorsement of MJ-12 and Robert Willingham, who has changed the year of his UFO crash from 1950 to the mid-1950s., was very telling about his mind-set. We don't even know if Willingham was ever a jet pilot as he claimed. Kevin Randle seems to think his military career is highly questionable.

Richard Dolan's goal in this book was to start with a massive UFO conspiracy and then work backwards. One could easily buy a book by Keyhoe and get the same sales pitch. Dolan has interpreted just about anything said over the last sixty years as "proof" there is a conspiracy. He pretty much took a whole bunch of "stuff" (mostly from NICAP's UFO evidence document), threw it against a wall, and hoped that something would stick. I noticed that quite a few of the cases Dolan listed had reasonable explanations offered in the past, which he failed to mention. Apparently, he never met a UFO story he did not like. At best, this is a borrow it book. I feel I wasted my money.